



# SOCIETY FOR INDUSTRIAL ARCHEOLOGY

## NEWSLETTER

Volume 39

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Number 4

## SIA IN THE GREEN MOUNTAIN STATE REVIEW OF VERMONT FALL TOUR 2010

**B**right, crisp days and hints of fall foliage color greeted nearly 100 SIA members who attended the SIA's Fall Tour in Vermont, September 16-19. But the star attraction wasn't the weather or the leaves, it was Vermont's IA heritage in the form of historic granite quarries, copper mines, and machine shops. The itinerary was rounded out by process tours of modern-day industries carrying out a range of craft-based manufacturing from exercise machines to dairy products.

Home base for the tour was Vermont's capital, Montpelier, with about half the participants choosing to take up economical housing in the dormitory of the Vermont College of Fine Arts on a hill overlooking downtown. A range of hotels and bed-and-breakfasts were available to those seeking more refined accommodations. From centrally located Montpelier, tours ranged up and down the I-89 corridor from Windsor to the southeast on the Connecticut River to Burlington to the northwest on Lake Champlain. This meant that most tours

were within an hour's drive of Montpelier.

The Thursday early bird tour traveled to the Windsor-Springfield area and featured an eclectic mix of historic sites and modern-day process tours. The first stop was the **American Precision Museum** in Windsor. We were met by Christopher Marston and John Johnson [both SIA] who led a tour of the recent findings of a Historic American Engineering Record (HAER) study of the building's wheel-pit and waterpower system [see full article in *SIAN*, Winter 2010]. The APM is located in the Robbins & Lawrence Armory, a classic brick New England mill constructed in 1846 for the manufacture of firearms and machine tools. Robbins & Lawrence is largely credited with developing machines that could do the repetitive tasks necessary to producing identical parts. Windsor and neighboring towns in the Connecticut River valley became a nationally renowned center for the machine tool industry for most of the 19th and 20th centuries. The APM commemorates this heritage

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Patrick Harschbarger

*SIA members perch adjacent to the open shaft of the Elizabeth Copper Mine.*

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and its importance as a foundation of American industrial prowess with its outstanding collection of machine tools.

Many of us could have spent all day examining the collection, but other sites called, including the nearby **Cornish-Windsor Bridge**, a remarkable, 450-ft.-long, two-span, Town-lattice truss built in 1866. The American Society of Civil Engineers designated it a National Historic Civil Engineering Landmark in 1970. David Wright of the National Society for the Preservation of Covered Bridges kindly met our group at the bridge to explain its history and the ongoing efforts to preserve and maintain it. Wrapping up our visit to Windsor, we took a windshield tour of the preserved train station and the former sites of the National Acme and Cone-Blanchard machine tool companies.

A short drive to the outskirts of Windsor brought the early bird tour to a modern business campus that houses **Simon Pearce Glassblowing** and **Harpoon Brewery**. Both companies incorporate retail stores and tours into their daily operations. Representatives from both firms emphasized Vermont as an ideal location for industries that pride themselves on craftsmanship and relatively high-end, small-batch production. At Simon Pearce, the glassblowing studio producing handcrafted glassware and dinnerware is

open to visitors, who can view the furnaces and glassblowers from an overhead catwalk. We were also treated to a guided walkthrough of the adjacent pottery. At Harpoon Brewery, we received a humorously scripted tour, including an operating bottling line, followed by a tasting and pub-style lunch. Vermonters, as we quickly found out, take their brewing seriously; the state ranks first nationally in craft breweries per capita, and Burlington was recently ranked the fourth-best beer city in the world (behind Amsterdam, Berlin, and Brugge). To some locals, the Boston-based Harpoon remains an interloper, having bought the facility in Windsor from Catamount Brewery in 2000.

The early bird tour wrapped up the day in Springfield. At **Fellows Gear**, we learned about the city's efforts to convert the now-empty factory complex into an incubator for new businesses and industries in this town struck hard by the closing down of much of its industrial capacity. Part of the scheme includes rehabilitating Fellows' small hydroelectric plant and returning it to operation to produce income. **Lovejoy Tool**, established in 1917, remains in operation producing custom cutting tools for industrial clients. We toured the shops, viewing machine tools, annealing furnaces, and the lab with excellent explanations offered by several long-time managers and employees. The final stop was the **Stellaphane Museum** to view its unusual collection of astronomical instruments housed in a somewhat bizarre warren of concrete rooms buried under the yard of the James Hartness mansion. Hartness (1861-1934), a Springfield industrialist and Vermont governor, helped to establish the Springfield Telescope Makers Club in 1923 to showcase the talents of

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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 \$50; couple \$55; full-time student \$20; institutional \$50; contributing \$100; sustaining \$150; 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](mailto:SIA@mtu.edu); Website: [www.sia-web.org](http://www.sia-web.org).

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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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**SIA members rally on the front steps of the Socialist Labor Party Hall in Barre.**

## SIA Seattle • June 2-5, 2011

Seattle means a lot of things to a lot of people these days. For some, it's music like Jimi Hendrix, Pearl Jam, and Nirvana. For others, it's about Starbucks and Nordstrom. Meanwhile, certain folks think of Seattle only as home to TV's "Frasier."

While all of these things definitely represent well-known aspects of Seattle, the city also has a fascinating industrial history, too, and the Seattle Host Committee is excited to welcome the SIA Annual Conference, June 2-5, 2011

Even though Europeans settled in Seattle just over 150 years ago, the 19th and 20th centuries were years of tremendous industrial growth. Lumber mills, shipyards, and mines were going full-tilt by 1900. Aerospace giant Boeing's history goes back to a single flying boat built in 1919, followed by years of massive expansion during World War II, the Cold War, and the dawn of commercial jet travel.

When the Space Needle was built in 1962 for the "Century 21" Seattle World's Fair, it marked a turning point in the history of the city, and some would say we've never looked back since. Visitors to Seattle still make the Space Needle the city's most popular attraction, and many get there by way of the 1962 Alweg Monorail, another World's Fair amenity still in operation nearly half a century later.

In the past 50 years, other industries sprung up, including software, online retailing, coffee, music, and biotech. Along the way, the city's infrastructure has also grown—to overcome earthquakes, hills, lakes, canals, and bodies of salt water with regrades (elimination of hills), bridges, tunnels, and a huge public ferry system. Some historic elements of this infrastructure remain, some have failed famously over the years (Tacoma Narrows, two separate "floating" bridges), and some have been (or are about to be) replaced with marvels of modern engineering.

Seattle has also become known as a center for adaptive reuse, where Gas Works Park exemplifies conversion of an industrial site to a public treasure, and where the Seattle Art Museum's Olympic Sculpture Park has reclaimed a massive waterfront site on the edge of downtown.

Special tours of aerospace manufacturing, maritime facilities, coffee industry as well as local infrastructure and adaptive reuse are on the agenda for the 2011 SIA Annual Conference.

For more information, please visit the SIA Seattle web-

page ([www.sia2011.com](http://www.sia2011.com)) where we've posted a number of preview videos, including tours of Gas Works Park and the Seattle World's Fairgrounds. You'll also find information about the affordable rates available at Grand Hyatt Seattle, the official conference hotel.

See you in Seattle!

Feliks Banel  
Seattle Host Committee

### Call for Papers

The SIA invites proposals for papers and poster displays to be presented at the 40th Annual Conference on Saturday, June 4, 2011, in Seattle, Wash. Poster displays can be works in progress. Presentations on all topics related to industrial archeology, technology, social change related to industry, and bridges are welcome. Papers about industries in the Pacific Northwest are encouraged. All papers and poster displays should offer interpretation and synthesis of data.

**Presentation Formats:** Proposals may be for individual papers, 20 minutes in length, a group of themed papers filling a 90-minute session, or organized 90-minute panel discussions (formal commentator optional).

**Proposal Formats:** Proposals should be submitted electronically (Microsoft Word.doc, or OpenOffice Open Document Format Text.odt) unless special arrangements have been made. Each proposal must include: 1) title; 2) a 300-500 word abstract with a detailed discussion of points, findings, or conclusions; 3) brief résumé for the presenter(s), including postal address, telephone/fax, and e-mail; 4) a list of visual-aid requests. Facilities for media formats other than Microsoft PowerPoint.ppt or OpenOffice Open Document Format Presentation.odp may not be available.

For 90-minute sessions, a panel organizer should submit all paper proposals as a group, accompanied by a title and a brief description of the theme or purpose. If any of these items are missing, the proposal cannot be considered.

Presenters are encouraged to consider transforming papers into an article for *IA: The Journal of the Society for Industrial Archeology*. No conference proceedings are published.

Deadline for paper proposals: March 31, 2011. Send proposals or questions to: [mficker@blantonassociates.com](mailto:mficker@blantonassociates.com);

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Seattle Monorail postcard.



Boeing 787 Dreamliner.

Boeing Co.



the town's machinists and inspire a passion for astronomy.

The **Vermont Historical Society** was host to Thursday evening's opening reception, which featured Vermont foods, including a marvelous variety of cheeses. Giovanna Peebles, Vermont's State Historic Preservation Officer, welcomed the SIA and invited us to view the Society's museum exhibit, *Freedom and Unity: One Ideal, Many Stories*, which covers the breadth of Vermont state history. One of the favorite displays was a railroad station complete with working telegraph. Guest speakers were Todd Paton, Director of Visitor Services for the Rock of Ages granite quarry, who gave a soup-to-nuts historic overview of granite quarrying, and Robert McCullough [SIA], professor in the historic preservation program at the University of Vermont, who discussed the state's historic bridge preservation program and the challenges of authentically restoring covered bridges.

Friday's **All Granite, All Day** tour explored the breadth of Barre's still-active granite industry. The first half of the day was spent at the **Rock of Ages Corporation**, where we observed granite being removed from the 600-ft.-deep, 50-acre quarry, which has been in continuous operation since the 1880s. Todd Paton met the bus at the top of the quarry and explained the process as it has evolved over the years. The tour then made stops at the old compressor house, built in 1912-13 and still retaining its original machinery, and the visitors center, which also serves as a showroom. Barre granite is a high-quality stone best known for its use in cemetery monuments and memorials. We were treated to a walk-through of the Rock of Ages cutting sheds, where the massive blocks of granite are sawn or split into slabs and then shaped and carved to customer specifications. The shop floor featured an interesting mix of large-scale, automated machinery working next to highly skilled craftsmen sculpting figures and floral patterns.

**Trow & Holden** are makers of a huge variety of pneumatic and hand tools (hammers, chisels, etc.) for carving stone. Their shop, located in Barre in a rambling, historic mill building with its earliest section dating to 1861, offered

one of those "ah-ha" moments of stepping into an industrial time capsule that SIA members prize. Norm Akley, the company president, greeted the SIA and was unabashed in the pride he takes in the business that has been run by his family since 1890. William Holden, one of the founders of the company, introduced the pneumatic carving tool in 1890, and it's this product, largely unchanged, that remains a foundation of the business today. While the company's machine shop has been updated over the years with more modern machine tools and automated processes, the forge was a real step back in time with triphammers operated by belts and lineshafts, and forge operators working from seats suspended from the ceiling allowing them to swing from forge to hammer with ease.

Lunch and the next stop on the granite tour was the **Vermont Granite Museum**, now under development with work-in-progress exhibits, located in the former cutting shed of the Jones Bros. Co. This was followed by a process tour of **Swenson Granite**, which is owned by the same parent company that operates Rock of Ages, but specializes in making use of second-grade stone for landscaping (pavers, steps, benches, bird baths, etc.). We were able to observe up close the massive saws and gas torches used to cut the massive blocks of granite into smaller slabs and shapes. From this industrial operation, the next stop was a step down in scale to the **Barre Sculpture Studio**, a two-man shop specializing in commissioned sculptures and reproductions. The highlight of this tour was a set of several-ton granite elephants being produced for an office building in Dallas. The final stop was **Hope Cemetery**, noted for its beautiful memorials and sculptures produced by Barre's mostly Italian granite craftsmen. Our tour was led by Giulano Cecchinelli, a sculptor who emigrated in 1965 from Carrara, Italy, where he learned the skill in that city's famed schools. Cecchinelli offered up a very personal and intimate view of his craft, speaking eloquently to the aesthetics and artistic qualities of Vermont granite.

Friday's second tour option was **Characteristically**



Matt Kierstead



**Sculptor Giulano Cecchinelli explains his art at the Hope Cemetery in Barre.**

**A giant circular saw cuts blocks of granite into slabs at Swenson Granite.**



**Matt Kierstead [SIA] atop a tailings pile at the Ely Mine.**

Vermont, and featured process tours in and around Waterbury and Hardwick. **Ben & Jerry's** main ice cream plant in Waterbury is as much tourist destination as operating plant. It offers a guided tour of the plant including a feel-good orientation video telling the story of two childhood friends, Ben Cohen and Jerry Greenfield, who turned an ice cream stand and a passion for creating unusual flavors and mixes of ice cream into the quintessential Vermont-branded industry. Tummies satisfied with the flavor of the day (mint chocolate chunk), tour participants continued to **Concept2, Inc.** to observe the production of high-tech rowing oars and rowing machines. The company had its start in 1976 when Dick and Pete Dreissigacker, fresh from Olympic training, started making composite racing oars in the back of a used bread truck. The oars caught on quickly with collegiate athletes and soon the company was growing and producing oars in an old dairy barn. Today, the company operates out of a modern facility, employs 50 workers, and is also known for its indoor rower, used worldwide by Olympic athletes, cardiac rehab patients, and every caliber of rower in between.

Following a sumptuous lunch of Vermont foods at Claire's Restaurant in Hardwick, the tour headed down the street to a business park where several small businesses make locally sourced products. **Vermont Soy** began selling fresh organic soymilk in 2007; its product line has since diversified to include artisanal tofu. The tour examined time-honored and traditional soy processing techniques. At **Vermont Natural Coatings**, managers demonstrated how recycled whey protein, recovered from nearby cheese factories, is converted into a wood finish that meets the highest professional and environmental standards. The PolyWhey has a neutral odor, great coverage, is quick drying, and is easy to clean up. **Caledonia Spirits** makes a variety of meads and fruit wines from local New England produce including honey, blueberries, and black currants. The owners offered a tour of their new winery and, of course, tastings.

The final stop on the Characteristically Vermont tour was **High Mowing Organic Seeds**, a supplier of organic and heirloom plant seeds. The tour included the company's gardens, greenhouses, and packing plant. High Mowing Organic Seeds was founded in 1996 by Tom Stearns as a hobby but quickly became a practical business pursuit as Tom realized the growing and unmet demand for organic seed. The com-



**The forge at Trow & Holden, manufacturers of stone-cutting tools. This view taken by Dennis Furbush won the SIA's first-ever photo contest. More than 1,000 photos were entered!**

pany has grown exponentially, and what started as a one-man operation is now a thriving business and 40-acre farm making available to home gardeners and commercial growers over 450 heirloom, open-pollinated, and hybrid varieties of vegetable, fruit, herb, and flower seed.

Saturday's **All Copper, All Day** tour was led by Matt Kierstead [SIA] to Orange County's copper belt, located about 50 miles southeast of Montpelier. Matt and the archeologists of PALS, Inc. have been working with Ed Hathaway of the Environmental Protection Agency (EPA) on projects to clean up and reclaim historic mining sites and landscapes, including some impressive historical research and investigative archeology to locate IA sites related to the mining, beneficiating, roasting, and smelting of the ore. Geologist Brad Miller explained the geology and the origins of the copper-bearing ores in ancient ocean bottoms, and tour participants were given hefty documentation packages of maps, historic photos, and diagrams. The tour was conducted via vans and foot due to the rough mountainous terrain and ruined condition of the mines; in several instances we had to be careful to avoid open pits and mine shafts.

The morning was spent exploring the **Ely Mine** in Vershire. Ely was operated by the Vermont Copper Mining Co. from 1854 to 1905 and was one of the leading U.S. copper producers in the 1870s and 1880s. Starting at the top of the operation, we viewed the remains of the shaft openings (partially collapsed), the engine house, roasting beds, smelting furnaces, and slag heaps for clues to the processes. Most interesting was an impressive stone-lined smelter smoke flue that wound its way several thousand feet up the side of a mountain, and reportedly never worked properly. We also learned that the smelter was the site of some not terribly successful converter experiments undertaken by George Westinghouse circa 1900.

Over lunch, Erin Timms [SIA] gave a slide-illustrated overview of her recent work excavating an unusual copperas works at the **Elizabeth Mine** in South Strafford. Copperas is copper-iron sulfate that was used as a mordant for dyeing felt and in the manufacture of inks and wood preservatives. The copperas works consisted of a series of areas for roast-

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ing and concentrating the copperas in vats of boiling water and acid. It was in operation from 1809 to 1882, and left a legacy of tailings that have since polluted a nearby river with sulphuric acid, killing almost all the aquatic life for several miles downstream. After lunch we visited the Elizabeth site, where mining of copper ore began in the early 19th century and continued until 1958. We drove and hiked among the remains of ore bins, crushers, and smelters lying below adits that were driven in 1898 and 1948 to reach the ore body that was sloping down and away from the top of the mountain. In an interesting decision, the EPA, in consultation with the community and the Vermont State Historic Preservation Office, agreed to leave the bedrock of the mountainside exposed after removing the tailings and contaminated soil. This creates an anomalous interpretive feature that contrasts sharply with the heavily wooded rural setting.

Saturday's **Burlington Tour** traveled northwest from Montpelier, with the first stop at **Green Mountain Power Plant No. 19**. The hydroelectric station, constructed in 1917, is roughly 500 ft. from the dam, and is served by five steel penstocks with no forebay. Four Allis-Chalmers, horizontal, double, Francis turbines drive four GE alternators, with a total output of 7.8 MW. The dam is a v-shaped, concrete, gravity-type structure, 494 ft. in length, sited on the Winooski River at a point known locally as Hubbell's Falls. Hydraulic head is 66 ft., with 55 ft. provided by the dam. Along the crest of the dam is a system of pneumatically inflated rubber bladders that provide a variable means of impounding additional water. These bladders are an improvement on the more typical wooden flashboards that require constant inspection and maintenance, a difficult task under winter and high-water conditions. The bladder system, pioneered by Bridgestone Rubber, can be regulated from a remote location. It has survived the rigors of floods and river ice, and has required only minimal repairs since its installation in 1982.

Closer to Burlington, the **Shelburne Museum** provided a guided tour of the 220-ft., side-wheel steam ferry **Ticonderoga**, which was hauled several miles overland from Lake Champlain to the museum's grounds. She is considered to be the only extant unmodified vessel of its type in the U.S. and features a now-rare, walking-beam engine, which tour participants were able to examine at close range. Just north of the museum is **Shelburne Farms**, a model agricultural estate that was designed in 1886 by William Seward Webb and Lila Vanderbilt Webb. It remains a 1,400-acre working farm overseen by a not-for-profit foundation that promotes sustainable agricultural practices and conservation through public education programs. We toured the farm's artisanal cheese-making shop and three massive timber-frame barns, featuring some impressive roof trusses. The final stop in Burlington was the **Magic Hat Brewery**, which has been producing ales since 1994 and is one of New England's best-known craft breweries, celebrated for its unique blends and witty bottle labels. The operation now produces 400 bottles of beer per minute.

Saturday evening's banquet was in Barre at the **Socialist**

**Labor Party Hall**, which was constructed in 1900 by volunteers from the Italian community as a site to hold union meetings, political rallies, dances and sporting events, and a cooperative store. We were welcomed to the hall by Karen Lane, who has been working with the local historical society to preserve the landmark building. Ilaria Brancoli Busdraghi of Middlebury College offered an entertaining and educational presentation of her research into the Italian immigrant experience in Barre and Rutland. She outlined how Rutland's marble quarries were operated in a more authoritarian manner as compared to Barre's granite quarries, and noted how the Italian stonemasons and sculptors recruited to the quarries developed distinctive communities and relationships to the quarry owners and managers.

The Fall Tour concluded on Sunday with the choice of three half-day tours. Joelen Mulvaney of the **Barre Historical Society** led an architectural walking tour of Barre, focusing on its many impressive granite-faced civic and commercial buildings. This tour also included a repeat of Thursday's Hope Cemetery tour. A select group took to bicycles to explore the **Millstone Hill Trails** in Barre, which wind their way along a former railroad right-of-way to link dozens of old quarries. The bicycle tour was led by quarry operator and local history buff Pierre Couture. The Mills and Barns tour traveled into the countryside to visit the **Old West Church** (1825) and **Robinson's Saw Mill** (1803) at Keint's Corner. The sawmill has a turbine dating to 1876. **Ben Thresher's Mill** (1872) in Barnet Center features a recently reconstructed penstock and an outstanding collection of wood and metalworking machinery. The mill, which was a HAER documentation project in 1979, is now a museum.

A great number of individuals and organizations worked to make the SIA's Fall Tour a success. Thanks are extended to the Vermont Historical Society, the Vermont Department of Tourism, and many businesses across Vermont for invaluable advice and support. The Fall Tour Planning Committee consisted of Seth DePasqual, John Johnson, Matt Kierstead, Christopher Marston, and Erin Timms, along with SIA Event Coordinators Corinne and Ron Petrie. ■



John Reap

**Green Mountain Dam.**



## CALL FOR NOMINATIONS OF SIA DIRECTORS & COMMITTEE MEMBERS

### *Keep Your Society Moving Forward.*

This is your opportunity to help maintain the quality, strength, and diversity of leadership that has kept the SIA growing for more than three decades. You can nominate candidates to represent your society.

SIA's leaders are expected to consider and reflect members' interests in carrying out the business of the SIA. They represent the SIA to other organizations, recruit new members, and plan the future of the society.

In 2011, there will be three openings on the Board of Directors and one on the Nominations Committee. We need candidates willing to give back to the SIA by volunteering their time, knowledge, and experience. The Nominations Committee is depending on you to identify members—friends, colleagues, or perhaps even yourself—who are qualified and willing to serve. (If modesty precludes self-nomination, please find someone to nominate you.) Each candidate must be an SIA member in good standing and must consent to being considered for nomination.

The deadline for nominations is Jan. 29, 2011. If you have any questions or need additional information, please don't hesitate to contact **Erin Timms**, Chair, SIA Nominations Committee, 177 Vinton St., Providence, RI 02909; (812) 584-8711; [ectimms@hotmail.com](mailto:ectimms@hotmail.com).

### *Positions Open in 2011:*

**Directors** (3-year term). Three of seven director positions on the Board of Directors are open this year. The Board meets approximately four times per year (sometimes virtually) including during the annual conference. Directors govern official business of the SIA and chair committees that oversee operations, such as publications, grants, and local chapters.

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### *SIA SEATTLE* (continued from page 3)

Maryellen Ficker, SIA 2011 Paper Sessions Chair, Box 341551, Austin, Texas 78734; (512) 695-4774.

The conference hotel will be the Grand Hyatt Seattle. Paper sessions will be held at the hotel.



**Student Travel Scholarships:** The SIA awards travel scholarships to help full-time students and professionals with less than three years of full-time experience to attend annual conferences. Those interested in applying for a travel scholarship to attend the 2011 Annual Conference in Seattle 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 applications is Mar. 31, 2011. Apply to Patrick Harshbarger, SIA Scholarship Committee, 305 Rodman Rd., Wilmington, DE 19809; (302) 764-7464; [phsianews@aol.com](mailto:phsianews@aol.com). ■

**Nominations Committee Member** (3-year term). One of three elected members who will assist in recruiting and evaluating nominees and in monitoring the election at the annual conference. It is expected that the newly elected member will chair the committee during the final year of the term.

All nominations will be reviewed by the Nominations Committee, which will present a slate of candidates to the membership. Each nomination must include the name, address, telephone number, and e-mail address of the person being nominated, the office for which the nomination is being made, and evidence that the candidate consents to being nominated. Once the slate is selected, the Nominations Committee will request a brief biographical statement and a photograph from each nominee.

For summaries of the nomination process and responsibilities of SIA officials, view the Society bylaws on the About screen of the Web site [www.siahq.org](http://www.siahq.org). If you're unsure about the process or the obligation, please call or write Erin Timms at the address above.

### *SIA Officers and Directors*

Jay McCauley, President (2010-2012)  
Duncan Hay, Vice President (2010-2012)  
Mary Habstritt, Past President (2010-2012)  
Justin Spivey, Secretary (2010-2013)  
Nanci K. Batchelor, Treasurer (2010-2013)  
Carol Litchfield (2009-2012)  
Bill Vermes (2009-2012)  
Perry Green (2008-2011)  
Amanda Gronhovd (2008-2011)  
Tim Mancl (2008-2011)

### *Nominations Committee*

Erin Timms, Chair (2008-2011)  
Rachael Greenlee (2009-2012)  
Kevin Pegram (2010-2013)  
Mary Habstritt, *ex officio* (2008-2010)

### **2011 Membership Dues Reminder**

SIA membership dues letters were sent to all members in mid-November. Thanks to all who have already sent in their dues, and a friendly reminder to send in your dues for 2011 if you have not done so already. Membership dues should be paid by March 31 for you to continue to receive SIA publications, and conference and tours materials, and to support industrial heritage preservation.

March 31 is also the deadline for **SIA's membership contest**. The current member who recruits the most new members will receive the grand prize of two free conference registrations or ten years of SIA dues. Anyone recruiting one or more members will receive a choice of some neat SIA logo gear. Info: [www.sia-web.org](http://www.sia-web.org).

# Industrial Heritage Retooled

## National Trust Workshop

The National Trust for Historic Preservation sponsored a workshop in mid-November 2010 at the Potantico Conference Center, the former Rockefeller estate in Tarrytown, N.Y. The workshop was co-sponsored and supported by the J.M. Kaplan Fund and the Rockefeller Brothers Fund. The theme was the past, present, and future of industrial heritage preservation. SIA Executive Secretary Patrick Martin and Past President Mary Habstritt have been working with the Kaplan Fund for the past several years to develop ideas for expanding support for industrial heritage preservation.

Nearly forty participants converged on this remarkable venue. The SIA was well represented by President Jay McCauley, Past President Mary Habstritt, Vice President Duncan Hay, and Executive Secretary Patrick Martin. Duncan and Richard O'Connor [SIA], Acting Chief of HABS/HAER were there in their National Park Service roles.

After a lively discussion over dinner and beyond on Thursday, Nov. 11, the workshop formally convened on Friday morning with a presentation by Sir Neil Cossons, TICCIH President Emeritus, and former head of English Heritage, on the efforts of English Heritage in industrial heritage preservation. The pre-conference materials included an essay he wrote about the recognition of the industrial revolution in Britain and the need for its preservation in a post-industrial state. He highlighted a number of trends, notably the migration back into the core of major cities to enjoy the rich tapestry that an urban setting can provide. Britain's industrial city centers have been as empty as America's "rust belt" cities, but are seeing significant rebirth, with adaptively reused industrial sites playing an important role. This also is in keeping with the Trust's goals on sustainable cities, with their tag line "the greenest building is the one that's already built." Several different participants and Sir Neil pointed out that buildings built before air conditioning and inexpensive electric lighting are more sustainable than modern buildings because they are often sited to take advantage of natural light and ventilation, and many have a large thermal mass due to their heavy con-

struction that serves to reduce heating and cooling needs.

As the meeting opened, Valecia Crisafulli, the Trust's project leader for the workshop, said that her management asked to make sure the workshop attendees weren't just the "usual suspects." They certainly weren't! A very broad spectrum of interests and viewpoints were represented, from folks in state historic preservation office and federal preservation roles to a successful developer of adaptively reused textile mill villages in South Carolina. The "unusual suspects" ensured a lively, intense discussion.

Friday evening included a number of five-minute presentations on successful industrial heritage preservation projects from all over the U.S. Pat Martin made his presentation on the industrial archeology project at the nearby West Point Foundry on Saturday. This very significant project is a planned topic for a near term future issue of *IA* journal.

The Trust has a growing interest in industrial heritage preservation. Their "11 Most Endangered Places" list has recently included a greater number of industrial heritage sites. Our Historical Preservation Advocacy Committee had endorsed the significance of some of these selections, notably the Ames Shovel Works in Easton, Mass., and the Memorial Bridge between Portsmouth, N.H., and Kittery, Me. The Trust's recent conference in Austin, Texas, had several adaptive reuse stories of former core city industrial sites. I was delighted to open discussions with the Trust on the possibility of an industrial heritage preservation thread at the 2011 Preservation Conference in Buffalo. Please start thinking about formal presentations on successes, issues, and challenges in industrial heritage preservation.

The workshop wrapped up Saturday with the participants making a long list of goals and action items for the future. I think all of us went away with a new sense of energy, community, and a renewed dedication to industrial heritage preservation and outreach.

Jay McCauley  
SIA President

## SIA Industrial Heritage Preservation Grants for 2011

The SIA is soliciting applications for its 2011 Industrial Heritage Preservation Grants. There are a number of changes in the grant application procedure for 2011. Perhaps the most important is that the deadline for submittal has been moved to March 1, 2011, and applications must be submitted electronically. Another significant change is making it written policy that preference will be given to organizations over individual requests. This change should help ensure that projects will be completed in the allotted time frame

and that the small SIA grants will be supplemental to other funding. SIA grants are typically in the range of \$1,000 to \$3,000, and one or several grants may be funded depending on the number of quality proposals and the available funds. Proposals should be for the study, documentation, recording, or preservation of significant historic industrial sites, structures, or objects. More information and downloadable application forms are available on the SIA website ([www.sia-web.org](http://www.sia-web.org)) under Grants. ■





# SOCIETY FOR INDUSTRIAL ARCHEOLOGY

## NEWSLETTER

### PUBLICATIONS OF INTEREST

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COMPILED BY

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#### GENERAL INTEREST

- ◆ **Architecture: A Walk on the Wild Side.** *Time* (Jan. 18, 2007). Discusses the trend in landscape and park design that incorporate industrial features, including New York City's High Line, Seattle's Gas Works Park and Olympic Sculpture Park, and Duisburg-Nord Landscape Park. As sure a sign as any that manicured industrial settings have entered the broader public consciousness. [www.time.com/time/magazine/article/0,9171,1580397,00.html](http://www.time.com/time/magazine/article/0,9171,1580397,00.html).
- ◆ James M. Campbell. **Slavery on Trial: Race, Class, and Criminal Justice in Antebellum Richmond, Virginia.** Univ. Pr. of Florida, 2009. \$59.95. Includes extensive info on slaves working in industrial settings.
- ◆ **Civil Engineering Heritage.** Phillimore & Co. (Healey House, Andover, Hants., SP10 2AA, U.K.), 2010. A new regional series of books examines the contributions of British civil engineers to society over the last 300 years. Each book is fully illustrated and covers railways, modern roads, bridges, canals, factories, wind and water mills, power generating facilities, etc. The first three books in the series (published June 2010) are on East Anglia, West Midlands, and Wales. Avail: [www.phillimore.co.uk](http://www.phillimore.co.uk).
- ◆ Jefferson Cowie. **Stayin' Alive: The 1970s and the Last Days of the Working Class.** The New Press, 2010. 488 pp. \$27.95. Posits that the American working class and unionized labor were a great focus of American politics and of cultural relevance at the start of the decade, only to essentially disappear ten years later. Documents the working class throughout the 1970s, from the White House's relationship with the labor movement to the portrayal of the working class in popular films, television, and music.
- ◆ Hardy Green. **Company Town: The Industrial Edens and Satanic Mills That Shaped the American Economy.** Basic Books, 2010. 264 pp. \$26.95. Explores the history of the American company town, from chocolate-bar production in Hershey, Pa. to Maytag washing machines in Newton, Iowa. The author examines how the concentrated production of one item in a town influenced the local economy and shaped the socio-political landscape. Contrasts two models that are often attributed to the management of the company town: the paternal model that fostered a sense of community and the exploitive model interested in producing profits without the consideration of employees' well-being.
- ◆ Steven Johnson. **The Genius of the Tinkerer.** *WSJ* (Sept. 25-26, 2010), pp. C1-2. Compares natural evolution to how innovation occurs. Often, big new ideas come from recycling and combining old ideas rather than springing from eureka moments. Based on **Where Good Ideas Come From: The Natural History of Innovation** by Steven Johnson (Riverhead Hardcover, 2010. 336 pp., \$26.95.)
- ◆ Megan McArdle. **The Bright Side.** *The Atlantic* (Oct. 2010), pp. 46-52. Discusses the role of small businesses in economic recovery, such as Baltimore's Marlin Steel Wire Products, which has succeeded despite the economic downturn by buying precision machinery from closed factories, shifting production from bagel baskets to electronic component racks, and even managing "to take work back from China."
- ◆ **TICCIH Bulletin No. 49** (2010) includes James Douet, *Industrial Museums Disregard Mass-Production* (makes an interesting plea for a more rational worldwide approach to industrial heritage preservation—fewer textile museums and more automobile factories—and points to recent efforts to preserve the Trepát mechanical reaper factory in Tarrega, Spain); Massimo Preite, *Varieties of Industrial Tourism in Italy* (difficulties of measuring the value of industrial heritage tourism); David Morgans, *The Industrious East of England* (regional plan for an industrial heritage route); Elizabeth Hartnell, *Managing American Industrial Heritage* (compares interpretive emphases and management approaches at Tredegar Iron Works and West Point Foundry). **No. 50** (2010) includes Ute Georgeacopol, *Zinc Smelting Works in Dollach, Austria, Facing Demolition* (pioneering smelting operation dating from 1796-1834); a series of reports on the ICOHTEC, TICCIH & Worklab Joint Conference in Tampere, Finland 2010; a guide to winding engines in the German coalfields; as well as a round-up of industrial heritage news from around the world. Info: [www.mnactec.com/ticcih](http://www.mnactec.com/ticcih).

#### POWER GENERATION

- ◆ Robert Friedel and Paul Israel. **Edison's Electric Light.** Johns Hopkins Univ. Pr., 2010. 248 pp., illus. \$30. Revised and updated from the 1986 edition, this definitive study of the most famous invention of America's most famous inventor is completely keyed to the printed and electronic versions of the Edison Papers.
- ◆ Philip Lucas. **Phase 2 Construction Restarts in Georgetown.** *Washington Post* (Aug. 6, 2010). Breaking News Blog. Describes delays to the construction of Georgetown Waterfront Park after workers driving piles hit the forgotten buried floor slab of the Capital Traction Co. powerhouse, which supplied power to the city's streetcars until the 1960s.
- ◆ William Rosen. **The Most Powerful Idea in the World: A Story of Steam, Industry, and Invention.** Random House, 2010. 370 pp. \$28. Goes beyond the successful harnessing of steam to examine the Industrial Revolution as a radical transformation in the process of invention itself. *Rev.: NY Times Book Review* (Aug. 29, 2010), p. 20.

- ◆ Katherine Yung. **Marathon Oil to Speed Expansion.** *Detroit Free Press* (Sept. 17, 2010), p. 14A. Houston-based Marathon Oil is accelerating construction of an enlargement of its refinery in southwestern Detroit, which is Michigan's only operating oil refinery.

## AGRICULTURE & FOOD PROCESSING

- ◆ John Paul Rathbone. **The Sugar King of Havana.** Penguin Press, 2010. 320 pp. \$28. Drawing from personal diaries and family papers, this "lively biography" describes capitalist Julio Lobo (1898-1983) and the pre-revolutionary Cuba in which he operated. *Rev.: The New Yorker* (Oct. 4, 2010), p. 97.
- ◆ Rich Wagner. **Guidebook to the Philadelphia Brewery Tour.** Pennsylvania Brewery Historians, 2010. 94 pp. \$23 ppd. All new format published especially for the Breweriana Collectors Club of America Convention, Sept. 2010. Describes all standing brewery buildings, some which have never been destinations on previous tours, as well as some that were destinations but have since been torn down. Current craft breweries and brewpubs are listed. Includes background information on the breweries and is designed so that readers can design their own tours and visit selected locations. Includes reprints of many of Rich Wagner's articles in brewery history publications. Rich led the brewery tour at the SIA's 2007 Annual Conference. Avail: <http://pabreweryhistorians.tripod.com/order.html>. Or send check to Soy World, Box 375, Hatboro, PA 19040-0375.

## MINES & MINING

- ◆ John Reid Blackwell. **Buckingham Slate Co. Poised for a Comeback.** *Richmond Times-Dispatch* (July 26, 2010). Historical background and current operations of 143-year-old slate quarry in Arvonnia, Va.
- ◆ Peter Fimrite. **Inside a Toxic Hellhole, Iron Mountain Mine.** *San Francisco Chronicle* (Aug. 29, 2010), p. A-1. California's Iron Mountain mine near Redding, discovered in the 1860s and commercially exploited by Mountain Copper in the 1890s, is now "one of the most polluted places on earth" with world-record acid concentrations that threaten the Sacramento River watershed. U.S. Environmental Protection Agency representatives recently toured the mine, wearing ample protective gear.
- ◆ **A Ghost City Stepnogorsk.** *English Russia* (Oct. 10, 2010). Online at [www.englishrussia.com](http://www.englishrussia.com) (search for Stepnogorsk in the box is at the bottom right-hand column). Photo essay on abandoned Siberian mining town
- ◆ Peter Hessler. **The Uranium Widows.** *The New Yorker* (Sept. 13, 2010), pp. 30-37. Traveling to towns named Paradox, Nucla and Uravan (the last wiped off the map by an environmental remediation effort), Hessler documents the history of uranium mining and processing in southwestern Colorado, its decline during the 1980s, and residents' surprising willingness to resume production with the Obama Administration's renewed interest in nuclear power generation.
- ◆ Amy Stix. **New Life in a Montana Ghost Town.** *Preservation Online* (Sept. 20, 2010). Bannack, Mont., a National Historic Landmark with more than 50 original structures dating to the gold strike of 1862-65, is being stabilized by the State Parks Dept. The project presents unusual challenges in conservation and restoration ([www.preservationnation.org](http://www.preservationnation.org)).

## IRON & STEEL

- ◆ James H. Johnston [SIA]. **New Palmer River Iron Works, 1721.** Author's Preprint: 15 pp., 1 table of costs, 5 photos, referenced

biblio. \$5 per copy. Contact the author at [jhjohnston@alum.mit.edu](mailto:jhjohnston@alum.mit.edu). An edited version was also published locally in the book *In Old Rehoboth, Vol. II*, available through the Rehoboth (Mass.) Antiquarian Society. History of the iron works, as determined mostly from deeds, probate records, and site observations. The principal and his son purchased the swampy land, today found to contain very rich bog ore, and the operation declared open for business in a water rights deed on March 1721. Cumberlandite found on the property, and a series of deeds, suggest a profitable closure of the business by 1750. Items found onsite include skull, possible blooms, tongs, and maybe a bellows. This site remains to be archeologically opened and is currently protected.

## WATER TRANSPORT

- ◆ Robert Behre. **130-Year-Old Morris Island Lighthouse Will Now Be There Twice That Long.** *Charleston (S.C.) Post & Courier* (Sept. 30, 2010). Describes \$2 million project to install a new foundation under the 158-ft.-tall brick light at Folly Beach, S.C.
- ◆ William S. Dudley. **Maritime Maryland, A History.** Johns Hopkins Univ. Pr., 2010. 328 pp., illus. \$50. Comprehensive account of the Chesapeake maritime heritage.
- ◆ Steve Jones. **Coastal Carolina University Dig Unearths Shipbuilding History.** *The Sun News* (Aug. 31, 2010). Describes archeological work at the government shipyard of Conwayborough on the Waccamaw River, where the steamer *Maggie* burned in 1897 taking with it several warehouses.
- ◆ Bill Marsh. **Efforts in Philadelphia to Save Showpiece Ships.** *NY Times* (Aug. 18, 2010). Examines the ongoing efforts to save the *Olympia*, the *New Jersey*, and the *United States*. All face daunting financial difficulties, erratic support from government and private philanthropy, and deterioration exacerbated by much deferred maintenance and repairs.
- ◆ **Vessel's Enduring Lowcountry History.** *Charleston (S.C.) Post & Courier* (Nov. 15, 2010). The abandoned *Archibald Butt*, an unusual ferro-concrete hulled vessel built prior to World War I by the U.S. Army, can still be seen stranded in shallow water in the Ashley River. A good view can be had from the new Arthur Ravenel Jr. Bridge.

## RAILROADS

- ◆ Preston Cook. **Production and Promotion: U.S. Locomotive Builders in World War II.** *RRH 202* (Spring-Summer 2010), pp. 14-31. Compares the approaches of General Motors' Electro-Motive Division, Alco, Baldwin, and Lima in advertising their contributions to military mobilization.
- ◆ David W. Dunlap. **Behind an Old Subway Wall, A Glimpse of an Even Older One.** *NY Times* (Oct. 20, 2010), City Room blog. Renovation of the IRT platforms at New York's 59th Street-Columbus Circle station revealed a wall from 1901, which was used by architects Heins & Lafarge to mock up and test decorative schemes for the subway that opened three years later. (Further discussion and more photos can be found at <http://secondavenuesagas.com/2010/10/26/at-columbus-circle-antique-wall-emerges/>.)
- ◆ Osama M. Ettouney. **Railways Along the Nile: The Early Years, 1851-1879.** *RRH 202* (Spring-Summer 2010), pp. 60-69. Ettouney chronicles early development of the Egyptian railway network, mainly using British technology and capital, but with uniquely Egyptian administration.
- ◆ Thomas H. Garver. **As Delicate as Air.** *RRH 202* (Spring-Summer 2010), pp. 6-13. Describes the recording technology behind O. Winston Link's audio recordings documenting the decline of steam on the Norfolk & Western Railway system.

- ◆ H. Roger Grant. **The Iowa & Southwestern Railway: A Financial Disaster?** *RRH 202* (Spring-Summer 2010), pp. 32-47. Operating over a 17.5-mile route for just six years from 1912 to 1918, this railroad failed financially but nonetheless contributed to the development of three Iowa communities.
- ◆ Elmer J. Hall. **The Patapsco and Back Rivers Railroad: Chronicles of the Push, Bump and Ram.** Self-published, 2010. 240 pp., illus. \$22. Starting in 1887, the PBR served the steel mill at Sparrows Point, Baltimore, Md. This book contains a complete roster of every locomotive and its history; sixteen pages of track maps; seven pages of track numbers; brief histories of Alco, EMD, and Baldwin; diagrams of the EMD 567 engine; types of railroad cars; over 300 hundred photographs of locomotives, maintenance of way, car repair, and the locomotive repair shop; and over 60 personal stories and recollections of current and retired PBR personnel; and more. Avail: [www.greetingsandreadings.com](http://www.greetingsandreadings.com).
- ◆ J. Parker Lamb. **Dissecting the Indicator Card.** *RRH 202* (Spring-Summer 2010), pp. 70-76. This article explains the mechanical engineering principles behind the indicator card, a graph relating pressure to stroke throughout a piston's cycle, directly measured and produced by an instrument mounted on a steam locomotive under way.
- ◆ Martin W. Sandler. **Secret Subway: The Fascinating Tale of an Amazing Feat of Engineering.** Washington DC: National Geographic Children's Books, 2009. 96 pp. \$17.95. In the late 1860s, Alfred E. Beach planned to build the first subway in New York City—under Broadway—as a way around the dangerous and congested streets, but Boss Tweed demanded a payoff he could not afford. So, he built it in secret, from a clothing store under cover of darkness, swearing his workers to secrecy. When the subway was finally revealed, Tweed shut it down anyway, but the 312-ft. tunnel and single station were later used as part of the IRT. For ages 9 to 12.
- ◆ Washington Township (N.J.) Historical Society. **Historic Railroad of Washington Township.** DVD. 50 min. \$20 ppd. Over 125 photographs, documents, and maps about the Central RR of NJ, High Bridge Branch are interpreted and narrated by lifetime local resident and railroad enthusiast John Hemmings. Avail.: [www.wthsnj.org](http://www.wthsnj.org), click on gift shop, or order by phone (908) 876-9696.
- ◆ John H. White, Jr. **George Dunn's Dream: Building the Lawrenceburg & Upper Mississippi Railroad.** *RRH 202* (Spring-Summer 2010), pp. 48-59. Attorney George H. Dunn shepherded construction of this 110-mile link between Cincinnati and Indianapolis, completed in 1854 and still in freight service today.

## AVIATION & AERONAUTICS

- ◆ Edgar Durbin [SIA]. **Saturn I Guidance and Control Systems.** *Quest, The History of Spaceflight Quarterly*. Vol. 17, No. 4, 2010, pp. 19-31. The launch vehicle that sent Americans to the Moon in the Apollo Program 1969-72 was Saturn V. Its development began with ten launches of the Saturn I during 1961-65. This article describes the development of the guidance and control systems during the Saturn I program.
- ◆ Edward S. Greenberg, et. al. **Turbulence: Boeing and the State of American Works and Managers.** Yale Univ. Pr., 2010. 238 pp. \$40. Focuses mainly on the period from 1996 to 2006, when Boeing, despite enormous economic advantage as one of only two major passenger airliner manufacturers in the world and with relatively enlightened personnel policies, suffered through a period of difficult changes in labor and management

relations. Based on interviews and surveys of a cohort of 525 continuously employed Boeing workers and managers, as well as scores of people who left the company, this study describes a stressful work environment, much of it attributed to the flattening of corporate hierarchy and the adoption of "team" concepts of management where workers felt they were being treated as interchangeable parts. Good background reading for the SIA's 2011 Annual Conference in Seattle. *Rev.: NY Times* (Nov. 20, 2010).

- ◆ Heather McMahon. **Howard Hughes' Airport to Be Revitalized.** *Preservation Online* (Nov. 3, 2010). The former Hughes aviation headquarters in Playa Vista, Calif. will be converted into an office campus. The 28-acre site is comprised of 11 buildings, including a large, redwood hangar.
- ◆ Jeff Wilkinson. **Group to Buy, Renovate Vintage Bomber.** *Columbia (S.C.) State* (Oct. 23, 2010). A group of aviation enthusiasts have reached an agreement to purchase, restore, and exhibit a vintage B-25 bomber that was recovered from Lake Greenwood in the 1980s, where it crashed in the 1940s, and has been stored in Columbia since 1992.

## AUTOMOBILES & HIGHWAYS

- ◆ Steve Lehto. **Chrysler's Turbine Car: The Rise and Fall of Detroit's Coolest Creation.** Chicago Review Pr., 2010. 224 pp. \$24.95. Describes how George Huebner and a crack team of engineers managed to scale down turbine engines used in aircraft to work in cars. A test vehicle was ready in 1953. Ghia was hired to design a prototype and 50 "jet" cars were built and tested by drivers chosen through a contest. Most of the cars were destroyed by Chrysler in 1967 to ensure the technology could not be stolen by competitors. *Rev.: WSJ* (Sept. 25-26, 2010), p. C7.
- ◆ Christopher Nelson. **The C.R. Patterson and Sons Company: Black Pioneers in the Vehicle Building Industry, 1865-1939.** Self published, 2009. Avail: [www.amazon.com](http://www.amazon.com). The story of a former slave, Charles Richard Patterson, who set up a carriage works in Greenfield, Ohio in 1865 and as the company grew became an industry leader in winter buggy design. In 1915 the firm began

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*With Thanks.*



making automobiles, reportedly the first and only African American-owned company ever to make autos in the U.S.

- ◆ Frank A. Wrenick. **The Streamline Era Greyhound Terminals: The Architecture of W.S. Arrasmith.** Jefferson, N.C.: McFarland & Co., 2007. 204 pp., illus. \$38. Examines architect William Strudwick Arrasmith's work for Greyhound from 1937 to 1948, when he designed at least 50 terminals and other facilities across the country. Includes a then-and-now survey of 28 terminals.

## BRIDGES

- ◆ Kathleen Baydala. **Who Built the Byram Swinging Bridge?** *Jackson (Miss.) Clarion* (Oct. 9, 2010). Community debates the history of a suspension bridge built c.1905, particularly who constructed it: locals or an engineering company from Fayette?
- ◆ Michael Dresser. **Maryland Bridge Chief's Career Spans 60 Years.** *Baltimore Sun* (Oct. 31, 2010). Interview with Earle Freedman who joined the State Highway Administration in 1950 and has been head of the bridge department since 1974. Reflections on bridge design and aesthetics.
- ◆ Feather O'Connor Houstoun. **Technology Tells Whether Bridges Are "Dead or Alive."** *www.governing.com* (Sept. 1, 2010). Describes new bridge sensor technology that offers a more accurate means of analyzing a bridge's actual capacity and condition. Offers the case study of its use with an older bridge, resulting in information that prevented it being closed or replaced.
- ◆ David McFetrich. **An Encyclopedia of Britain's Bridges.** Priory Ash (2 Denford Ash Cottages, Denford, Kettering, Northants NN14 4EW, U.K.), 2010. 325 pp., 700 illus. Avail: *www.whsmith.com.uk*. Covers more than 1,650 bridges, selected for their design, construction, location, or connection with people or events of history.
- ◆ Pam Sohn. **National Treasure?** *Chattanooga Times* (Sept. 20, 2010). The Market St. Bridge over the Tennessee River is expected to be listed on the National Register with the support of the Tennessee DOT. The double-leaf bascule bridge was built in 1917 and was the world's longest span of its kind when built.

## BUILDINGS & STRUCTURES

- ◆ James T. Areddy. **In Toledo, the 'Glass City,' New Label: Made in China.** *WSJ* (Aug. 30, 2010), pp. A1, 12. The Toledo Art Museum's new Glass Pavilion will be built with glass manufactured in China because no domestic manufacturers have the ability to make the large windows. Toledo's glass industry currently employs about 2,500 workers, down from 10,000 in the early 1970s. Compares China's glass industry today with Toledo's in the late 19th century.
- ◆ Michael M. Brynbaum. **Spit, Glue and Maybe Even Chewing Gum.** *NY Times* (Aug. 29, 2010), Week in Review, p. 3. Looks at examples of infrastructure that is crumbling due to lack of maintenance.
- ◆ Laura Buchner. **Restoration of Akoustolith Tile at Saint John the Divine, New York City.** *APT Bulletin* XLI, No. 2-3 (2010), pp. 27-36. While describing restoration of the cathedral after a 2001 fire, this article also includes a history of the R. Guastavino Company's Akoustolith tile, developed to improve the acoustical performance of vaulted ceilings and patented in 1916.
- ◆ Malcolm Gay. **Thieves Cart Off St. Louis Bricks.** *NY Times* (Sept. 19, 2010). A rash of arson in St. Louis is attributed to the high prices currently being paid for salvaged brick.

Arsonists are torching St. Louis's estimated eight to ten thousand abandoned, 19th-century buildings in order to hasten their ability to reclaim the brick, which is highly prized for its quality and craftsmanship.

- ◆ Mary Jablonski. **Cast Pyrex Glass Block: Illuminating Its History and Conservation Issues.** *APT Bulletin* XLI, No. 2-3 (2010), pp. 37-46. Jablonski describes the evolution of borosilicate glass, from its German roots in the 1880s to applications by Corning Glass Works including light bulbs, railroad lantern glass, cookware, and eventually custom-fabricated glass sculpture. Restorations of three artworks are described, two at New York's Rockefeller Center and one at the Thomas Edison Memorial Tower in New Jersey.
- ◆ Bill Lohmann. **In Effort to Preserve Smokestack, Reedville Preserves Heritage.** *Richmond Times-Dispatch* (Sept. 30, 2010). Describes preservation of a 130-ft.-tall smokestack of 1902 as part of a fish processing plant on Chesapeake Bay in Reedville, Va.
- ◆ Martin Podskoch. **Adirondack Fire Towers: Their History and Lore.** 2 vols. Podskoch Press. First volume "The Northern Divisions" published in 2003, 2005. Second volume "The Southern Districts," published in 2009. Avail: *www.firetowerstories.com*. A history of more than 60 towers with background on the history of forestry, conservation, wildfires, rural labor, and community life.
- ◆ Cassidy Smith. **St. Paul 3M Buildings for Sale for \$1.** *Preservation Online* (Oct. 7, 2010). St. Paul, Minn., city officials are selling historic buildings at the former 3M campus for \$1 each, including a 1939 Art Deco office building designed by Albert Kahn. 3M moved its corporate headquarters to the suburbs two years ago. The buildings have contamination issues that must be addressed. If no buyers are found, the buildings will be demolished.
- ◆ Richard Stradling. **This Old Raleigh Water Tower Could Be Yours.** *Raleigh (N.C.) News Observer* (Sept. 27, 2010). The 85-ft.-tall, octagonal brick and granite water tower, built in 1887 by the Raleigh Water Works, was preserved by a local architect in 1938 and converted into offices. It is now for sale with preservation easements that prevent exterior alterations.
- ◆ Richard G. Weingardt. **Circles in the Sky: The Life and Times of George Ferris.** ASCE Press, 2009. 164 pp. \$35. A biography covering the short life (and much family genealogy) of Ferris, with emphasis, of course, on the construction of the Ferris Wheel for the 1893 World's Columbian Exposition in Chicago.

## ABBREVIATIONS:

APT	= Association for Preservation Technology International
RRH	= <i>Railroad History</i> , published by the Railway & Locomotive Historical Society
TICCIH	= <i>The International Committee for the Conservation of the Industrial Heritage</i> , <i>www.mnactec.com/ticcih</i>
WSJ	= <i>Wall Street Journal</i>

**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](mailto:phsianews@aol.com).

# Museum Launches “Monster” Fundraising Program

A replica of one of the true monsters of the Great Lakes, the **Hulett Ore Unloader**, is being offered to raise funds for the Ohio Museum of Transportation & Industry (OMTI) in Berea. The Hulett Ore Unloader, invented by George Hulett in the late-19th century, reigned supreme as the fastest, most efficient ore unloader on the Great Lakes for most of the 20th century. It reduced the time to unload 1,000 tons of ore from a lake boat from 25 days to one hour, at 20 percent of the previous cost. A single Hulett weighed in at over 550 tons and was 134 ft. long, 85 ft. high, and 33 ft. wide, and resembled a hulking dinosaur. The tour of Cleveland’s still-operating Hulett was a highlight of the 1986 SIA Annual Conference. Sadly, two of the four Hulett visited then were demolished in 2000 (SIAN, Summer 1999). The other two were disassembled with plans to reassemble them some day in a location yet to be determined.

OMTI is working with DHS Diecast Collectibles, Inc., to bring these machines back to life in 1:48 scale [“O” gauge]. The particular replica being offered is a metal model of one of those unloaders that operated on Whiskey Island in Cleveland until 1992, and it will feature all of the moving parts of the original, reproduced in the highest detail possible using original builder’s plans. A pilot model has been developed. A limited edition of 100 production models will be manufactured as soon as OMTI secures enough pre-orders and deposits with delivery to begin in the fall of 2011. The models will cost \$5,495 with some discounts for pre-payment and for multiple orders. There are two options

to place your order now. The first is to place the order with half down (\$2,750). The second is to pay in full now, for only \$5,000. Models can be ordered online at [www.omti-oh.com/images/hulett.pdf](http://www.omti-oh.com/images/hulett.pdf) (scroll down to get the full site). Or you can contact Steven Wolken, Director, OMTI; (440) 526-1851; [steve@omti-oh.com](mailto:steve@omti-oh.com); [www.omti-oh.com](http://www.omti-oh.com).



OMTI

**1:48 scale model of the Hulett Ore Unloader. Available from the Ohio Museum of Transportation & Industry.**

## IA ON THE WEB

**Artificial Owl** ([www.artificialowl.net](http://www.artificialowl.net)). Devoted to “the most fascinating abandoned man-made creations” includes many sites of IA interest, particularly in the Detroit area.

**Ironworker Memories** ([www.cityofmemory.org/map/index.php?#/story/2330/](http://www.cityofmemory.org/map/index.php?#/story/2330/)). Oral history of a Mohawk ironworker who was employed by American Bridge Co. on the World Trade Center, Unisphere, and other well-known sites in New York City.

**Papermaking** ([www.ajvalente.com](http://www.ajvalente.com)). Offers an impressive list of resources and events related to the history of papermaking.

**Sergei Mikhailovich Prokudin-Gorskii Collection** ([www.loc.gov/pictures/collection/prok/](http://www.loc.gov/pictures/collection/prok/)) Color photographic surveys of the vast Russian Empire made prior to 1915. Frequent subjects among the over 2,500 images include industry, agriculture, public works construction, scenes along water and railway transportation routes, and views of villages and cities. An active photographer and scientist, Prokudin-Gorskii (1863-1944) undertook most of his ambitious color documentary project from 1909 to 1915.

**Tours of SIA Past.** Dennis Furbush [SIA] has begun posting videos of past SIA tours on YouTube. Currently available are videos from the 1989 Quebec Annual Conference (Quebec Bridge and Hydropower Plant: [www.youtube.com/watch?v=xhM5DqN2a9E](http://www.youtube.com/watch?v=xhM5DqN2a9E); Val-Jalbert: [=LNJr2BQUrS4](http://www.youtube.com/watch?v=LNJr2BQUrS4); Saint-Marie woodpulping mill: [=FfkGbqjr0HQ](http://www.youtube.com/watch?v=FfkGbqjr0HQ)) and from a 1990 Roebling tour of the Noesting Co. paperclip manufacture ([=cv5GUc3tOrM](http://www.youtube.com/watch?v=cv5GUc3tOrM) and [=itc0VG2Mr0I](http://www.youtube.com/watch?v=itc0VG2Mr0I)). More videos are being regularly added.

**Southern Labor & Industry** ([www.southerncultures.org/content/read/read\\_by\\_subject/business\\_and\\_economics/](http://www.southerncultures.org/content/read/read_by_subject/business_and_economics/)). The University of North Carolina’s Center for the Study of Southern Culture devotes a section of its website to scholarly articles related to topics of labor and industry. The tobacco industry is well represented. ■

“IA on the Web” is compiled from sites brought to the editor’s attention by members, who are encouraged to submit their IA Web finds: [phsianews@aol.com](mailto:phsianews@aol.com).

## IA in Art: The Industrial Landscapes of John Moore

During the late 1970s, painter John Moore had a studio in a declining manufacturing district in Philadelphia, and from his window he could see the peeling and fading paint identifying the former occupants of the factory buildings nearby—Stetson Hats, Flexible Flyer, and Philly Cigars. Moore's interest in these subjects is deeply engrained as result of growing up in a working-class district of St. Louis, near the Wagner Electric, Leschen Wire Rope, Universal Match Corporation, and Fisher Body plants. Summer jobs at International Shoe and McDonnell-Douglas further honed his appreciation of industrial workspaces.

Moore's highly detailed paintings are full of industrial information, yet even when they portray recognizable places, he introduces a strong fictional element to his work by recombining structures within new contexts. The result is a deconstructed view of history that is believable, if not entirely true. His vantage contrasts with that of the earlier Precisionist painters he admires—Charles Demuth, Ralston Crawford, and Charles Sheeler—who painted the same places during more prosperous times, rendering the sites with such clarity that specific features are readily recognized. Despite alteration, the same is actually true for Moore's individual details and general composition, making

his scenes convincingly familiar. Also in common with the Precisionists, Moore's scenes rarely contain people though human activity is always implied.

Moore's first paintings of Coatesville, Pa., date from 1986, and that small city is the setting for *A Fine Fall Day*, a large and striking canvas that measures more than 7 ft. x 6 ft. In the earlier works he focused on the mill complex itself, but in this one the artist chose a panoramic view from the site of a former estate on the top of a hill. Small elements, including neglected gardens, barbed wire, a concrete post, and rusty chain all suggest decline, yet the handsome peacock which surveys the autumnal scene before him (there are two others) adds an oddly exotic foreground element. Below is a cemetery (though no tombstones are visible). In the middle ground are seen 19th-century row houses and new townhouses, a high school, a church, a state office building, and a strip mall, as well as vacant lots.

The large mill complex of the former Lukens Steel Company, once the town's major employer, looms as a dark scrim in the far background, suggesting its diminished economic importance. The mill remains in operation, but at only a fraction of what it was at its height. Yet the scale of its buildings, however distant, conveys the machine in

the garden element characteristic of industrial landscapes since the 19th century. The work is part of a series portraying the four seasons and was included in a show entitled *Thirteen Miles from Paradise*, a title that is actually completely literal. Paradise, a rural town in the midst of rich Amish and Mennonite farmland, is located thirteen miles from Coatesville. Agriculture and industry have long coexisted in close proximity in this region.

If Coatesville was a typical northern steel town, many southern communities were defined by the textile industry that flourished during the years following the Civil War. *San Souci* was inspired by industrial structures in Greenville, S.C., a formerly thriving manufacturing center on the Reedy River. Moore made preliminary



*Sans Souci*, 2010, oil on canvas, 68 × 66 in., Courtesy Greenville County Museum of Art, Greenville, S.C.



sketches and photographs on site. Back in his studio he assembled them into the final composition. The title is taken from the name of the former estate of Benjamin F. Perry (1805-1886), who served briefly as governor of South Carolina in 1865. After his family sold the property at the turn of the 20th century, Perry's large Second Empire mansard house became a girls school and later a country club, before burning in 1927. But its light-hearted French name remained associated with the surrounding residential neighborhood, which had become occupied by mill workers when it was no longer fashionable. The area's working-class industrial character is conveyed by a rusting railroad bridge underpass, two water towers, a smokestack, and a pair of cyclone separators. Such elements exist in the Sans Souci neighborhood, but not in this exact configuration.

The artist notes that while his paintings "are not topographically accurate, everything is true, or could be true, or has been true." Moore's sensibility is architectonic, conveying a Renaissance sense of order. His disciplined representations of industrial structures are simultaneously evocative and objective, negotiating the territory between memory and fact, past and present. Moore's virtuoso technical facility, coupled with a lively visual imagination, conveys the cultural dislocation, sociological change, and passage of time that is the essence of the modern American industrial landscape.

For further reading, see: Lynn Marsden-Atlass, ed. *Thirteen Miles from Paradise: John Moore* (Philadelphia: Arthur Ross Gallery, University of Pennsylvania, 2009).

Betsy Fahlman



**A Fine Fall Day, 2008, oil on canvas, 90 × 75 in., Private Collection, Image courtesy of Hirschl & Adler Modern, New York, N.Y.**

## The AIA Peter Neaverson Award 2010 to Patrick Malone

The 2010 Peter Neaverson Award for outstanding scholarship in industrial archeology has been given to Patrick Malone [SIA] for his book *Waterpower in Lowell: Engineering and Industry in Nineteenth-Century America* (Baltimore: The Johns Hopkins University Press, 2009). This award is funded from a legacy by, and named in memory of, Peter Neaverson, a prolific and gifted researcher into industrial archeology and author of many works, notably in conjunction with Marilyn Palmer, with whom he also edited *Industrial Archaeology Review* for almost twenty years. The Association for Industrial Archaeology is the SIA's counterpart in Great Britain. Previous winners of the award have been Colin Rynne for his magisterial *Industrial Ireland 1750-1930: An Archaeology* (The Collins Press, 2006) and David Gwyn's *Gwynedd: Inheriting a Revolution; the Archaeology of Industrialisation in North-west Wales* (Phillimore, 2006). Patrick Malone is well known to

members of SIA, and has been engaged in research at Lowell, Mass., for almost forty years. His book distils the historical and archeological evidence collected over that time into detailed but accessible accounts of the growth of the city's distinctive system of power canals and of the internationally important developments in the technology of waterpower that took place there. A full review of the book appeared in Vol. 32, No. 2 (Autumn 2010) of *Industrial Archaeology Review*.

Malone has kindly agreed both to collect his award and to give the AIA's annual Memorial Lecture in honour of L.T.C. Rolt at the 2011 Annual Conference, which is to be held in Cork in Ireland in late August. Members of SIA would be very welcome and details will shortly be on the AIA's website: [www.industrial-archaeology.org/](http://www.industrial-archaeology.org/).

Marilyn Palmer  
AIA President

## HISTORIC BRIDGE NEWS

In September 2010, the **McIntyre Bridge**, located over the North Skunk River in Poweshiek Count, Iowa, was swept off its piers by a flood. The main span is a 120-ft.-long bowstring truss fabricated by the King Iron Bridge Co. of Cleveland in 1883. The North Skunk River Greenbelt Association is a non-profit organization that has taken up the cause of restoring this highly significant and irreplaceable example of late-19th-century engineering. The group is accepting donations care of NSRGA, Box 344, Grinnell, IA 50112. Donations are tax-deductible. Info: Julie Bowers, [jbowerz1@gmail.com](mailto:jbowerz1@gmail.com). The bridge parts have been shipped to Michigan and are currently being restored under the direction of Vern Mesler [SIA].



Joe Elliott, HAER No. IA-72.

*The McIntyre Bridge, aka McDowell Bridge, near Montezuma, Iowa. This photo was taken in 1995. A flood damaged the bridge in September 2010*

**Two Score of Bridges Available.** The Indiana DOT currently lists over 40 metal-truss bridges throughout the state available for re-use. When a historic bridge is planned for bypass or replacement, the bridge is offered to any group or individual who agrees to take ownership of the bridge and maintain or relocate it. The historic bridge marketing program was developed in response to preservationists' concerns that the state was not doing enough to seek alternatives to demolition. Info: [www.in.gov/indot/2967.htm](http://www.in.gov/indot/2967.htm).

The **Mitchell River Bridge**, a wooden bascule bridge in Chatham, Mass., was listed on the National Register in October 2010 following a prolonged debate among local preservationists, the town that owns the bridge, the state department of highways, the state historic preservation office, and the National Register office. A bridge has been at this location since the mid-19th century, but due to its wood materials and the marine environment it has been

repeatedly repaired and rebuilt, most recently in 1980. The state highway department wished to replace it but this time with a new bridge of modern materials that would last longer, although the new bridge would still maintain wood finishes and appear much like the bridge it was replacing. The National Register sided with local preservationists who argued that a facsimile was not good enough due to the bridge's importance in the history of the community, although the authenticity and integrity of the old bridge's surviving material was questionable under the usual definitions. The decision does not ensure preservation of the existing bridge but it does require further analysis and evaluation to address preservation concerns and minimize effects.—*Boston Globe* (Oct. 22, 2010)

The National Trust for Historic Preservation presented a Preservation Honor Award to the Save Our Bridge group of St. Augustine, Fla., at the trust's annual meeting in October. Over ten years ago, Save Our Bridge made a presentation to the SIA Annual Conference in Savannah and received a vote of support at our business meeting (SIAN, Summer 1999). Built in 1927, St. Augustine's iconic **Bridge of Lions**—with its tile-roofed towers, decorative lampposts, ornate metalwork, and large marble lions—was in sorry shape. One of the most photographed and architecturally distinctive elements of the St. Augustine skyline, the bridge had been declared deficient and obsolete and was threatened with replacement by the Florida DOT. That's when a tenacious group of local citizens mounted a massive lobbying campaign to preserve the quarter-mile span, which connects downtown St. Augustine to Anastasia Island. Save Our Bridge circulated petitions, engaged in a postcard- and letter-writing campaign, and rallied citizens to speak out at public hearings. In 1999, the National Trust for Historic Preservation added the Bridge of Lions to its America's 11 Most Endangered Places list. In 2003, after years of grassroots activism, highway officials chose rehabilitation over demolition. In February 2010, after the biggest construction project in St. Augustine's history, the restored Bridge of Lions reopened.—*National Trust for Historic Preservation, Press Release, Oct. 2010*

The historic **Rock Island Swing Bridge** over the Mississippi River southwest of St. Paul, Minn., caught fire on November 4, delaying a ribbon-cutting ceremony celebrating its rehabilitation as a recreational pier. The fire started in the wood deck of the original metal through-truss swing span and was not brought under control for three hours. The bridge was built in 1894-95 to carry rail lines between Grover Heights and St. Paul Park. It had been closed since 1997 and had been under threat of demolition until funding was found to turn it into a recreational pier.—*SouthwestReviewNews.com* (Nov. 5, 2010)

(continued on page 17)

## NOTES & QUERIES

**Robert Biggert Collection of Architectural Vignettes on Commercial Stationery.** The Avery Architectural & Fine Arts Library at Columbia University has launched an on-line image library of printed ephemera of over 1,300 items documenting architecture and industry from 1850 to 1920 as depicted on billheads, letterheads, envelopes, checks, and business cards. Included are factories, warehouses, mines, offices, stores, banks, and hotels in more than 350 cities and towns in 45 states. Biggert, who donated the collection to Avery in 2007 in honor of Lisa Ann Riveaux, was encouraged in his interest by Herbert Mitchell, retired Avery bibliographer, whom he met at an Ephemera Society of America conference, when the latter was assembling for Avery Library what is now the largest collection of catalogs of the American building trades in existence. The material offers a wealth of research opportunities for architectural historians, as well as students of commerce and graphic design. There are numerous images from the same businesses over successive decades, which show how the buildings changed over time in tandem with changes in typographic taste. The user can search by location, business name, or date. Info: <http://biggert.cul.columbia.edu>.

The **Roebing Auditorium**, a historic building within the company town of Roebing, N.J. (tour site—2007 SIA Annual Conference, Philadelphia), recently celebrated its restoration with an original play by Mark Violi, entitled *Roebing: The Story of the Brooklyn Bridge*, which emphasizes the role of Washington Roebing's wife, Emily, in overseeing the construction of the bridge after Washington was debilitated by caisson disease. Info: [www.roebingplay.com](http://www.roebingplay.com).

**Second Battle of Blair Mountain.** In 1921, more than 7,000 coal miners striking against brutal working conditions battled some 3,000 police and private security guards at Blair Mountain, W.Va. Many historians regard the conflict as the largest case of open class warfare in American history. A disputed number of miners died (reports ranged from a dozen to over a hundred), and the U.S. Army was called in to quell the violence, including dropping bombs from airplanes. Today, a new battle is underway to preserve

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### HISTORIC BRIDGE NEWS (continued from page 16)

As reported in *SIAN* over the past several years, a threat to historic metal bridges, particularly those that may be abandoned or not in use, continues to be the unauthorized salvaging for scrap iron. Two men were arrested in September for cutting apart a bridge on former U.S. Steel Co. property at Bessemer, Ala. The bridge, part of a railroad right-of-way, was slated to be incorporated into a trail system in the recently established Red Mountain State Park (tour site—1999 SIA Fall Tour; *SIAN*, Summer 2009)—*Birmingham News* (Sept. 3, 2010) ■

the history of the mountain against the desires of coal mine companies to strip portions of it away. In a nearly unprecedented move, the National Register rescinded its decision to grant the mountain listing after being challenged by the coal companies over the validity of the process by which local historians and the state preservation office listed it. The decision has now been taken to court by a consortium of the Sierra Club, the West Virginia Labor History Association, Friends of Blair Mountain, and the Ohio Valley Environmental Coalition.—*Institute of Southern Studies* (Sept. 10, 2010)

**Research Iron Bloomery Equipment Available.** The New Palmer River Iron Works Project (Rehoboth, Mass.) included efforts to determine the parameters of so-called American (or Catalan) hearth bloomery operations to produce wrought iron (such as feed rates, yields as related to the physics of iron reduction, and mechanics of combustion, bloom, and skull formation). Researcher James H. Johnston [SIA] concluded that the reduction did indeed follow thermochemical laws for part of the operational cycle, but overall yields did not. SIA members may remember viewing this site in operation in June 2004 (tour site—Annual Conference, Providence, R.I.). **The following lot of equipment is available:** iron ore, silica, slag, charcoal, blowers with Veriac power, flow rate gauges, valves and hoses, thermocouples, computer with TC interface, ore-to-iron prediction software, pyrometer, sight glasses with mounts, refractories, old furnace with hoist, miscellaneous charging tools and supplies, scales, mortar with pestle, hammer springs, portable forge, foot vise, large anvil, tongs, and dust masks. Price is negotiable. Contact Jim Johnston, (508) 252 4528; [jhjohnston@alum.mit.edu](mailto:jhjohnston@alum.mit.edu). ■

## IA EXHIBITS

**Requiem for Steam** is a traveling exhibit featuring 30 photographs from David Plowden's new book of the same name. The prints were all made by the photographer in his digital darkroom and rival his gelatin silver prints for visual impact. Railroads, and particularly steam locomotives, were among Plowden's first subjects, and many of the photographs feature American and Canadian steam operations from 1954 through 1960. Plowden has continued to document the railroad landscape, and the latest photograph is from 2004, although the photographer is quick to note, "There's nary a diesel in sight!" The exhibition is at the California State Railroad Museum in Sacramento through Jan. 6, 2011. It travels to the Valley Railroad in Essex, Conn., in summer 2011. To schedule a future showing at a museum or gallery, contact the Center for Railroad Photography, Box 259330, Madison, WI 53725; (608) 251-5785; [info@railphoto-art.org](mailto:info@railphoto-art.org). ■



## CHAPTER NEWS

**Oliver Evans** (Greater Philadelphia). Harding Lindhult, Vice President of the John Fitch Steamboat Museum, presented *Who Invented the Steamboat?* making the case that it was Fitch not Robert Fulton who deserves the greater credit (Sept. 27). A new museum dedicated to Fitch is being established in Warminster, Pa., on the grounds of historic Craven Hall. The chapter toured the H.B. Smith industrial village in Burlington County, N.J. (Oct. 30). The late-19th-century village was noted for the production of woodworking machinery and decorative ironwork. It was also the terminus of the unusual Mount Holly & Smithville bicycle railway, which operated from 1892 to 1898. Lance Metz [SIA] was host of the chapter's 23rd annual filmfest (Nov. 15). This year Lance's selections included archival films about bridge building in Pittsburgh, New York, and Philadelphia.

**Roebling** (Greater N.Y.-N.J.) held its annual corn roast at the home of Gerry Weinstein and Mary Habstritt at Croton-on-Hudson, N.Y. (Sept. 26). A highlight was the operation of the topping-lift hoisting engine from the crane barge *Monarch*, which is now in Gerry's personal collection. The chapter toured Green-Wood Cemetery in Brooklyn (Oct. 3) to learn more about the sculpture, landscape, and industrialists buried at one of America's earliest rural cemeteries established in 1838. Green-Wood Cemetery recently announced that it will be placing bronze plaques at the graves of James Bogardus, the "father" of cast-iron architecture, and Daniel Badger, a leading fabricator of architectural cast iron. Funds from the Margot Gayle Fund of the Metropolitan Chapter of the Victorian Society of America

will pay for the plaques. The late Margot Gayle was active in SIA and a recipient of our General Tools Award.

**Samuel Knight** (Northern Calif.) toured the Modesto-based Fiscalini Farms & Cheese Co. (Sept. 17). Fiscalini makes world-class cheddar cheese, mozzarella, and other cheeses. It is a third-generation dairy, founded in 1914, that uses innovative practices to ensure the health and comfort of its cows. The tour included the bio-digester, a methane-powered generator, and the cheesemaking operations. The chapter attended a presentation by Ellen Joslin Johnck on the topic of the South Bay Salt Pond Restoration Project (Oct. 13). In the largest environmental restoration project on the West Coast, an area approximately the size of Manhattan is being restored from historic salt production back to salt marsh.

**Southern New England** toured historic industrial sites in Greenfield, Mass. (Oct. 30), including the Museum of Our Industrial Heritage (the former Greenfield Steel Stamp Works); the Chauncey Wings Sons mailing machine factory in operation; and the Gardner Falls Hydroelectric Plant (North American Energy Alliance) on the Deerfield River. Info: [www.preservationgreenfieldma.org/placesindustrial.html](http://www.preservationgreenfieldma.org/placesindustrial.html). ■

**Support Your Local Chapter.** For info on a chapter near you or to start one, contact Tim Mancl, SIA Director, Local Chapter Chair ([tjmancl@gmail.com](mailto:tjmancl@gmail.com)) or check out the local chapters section of the SIA website ([www.sia-web.org](http://www.sia-web.org)).

## SITES & STRUCTURES

In the early morning hours of Oct. 1, the **Union Pacific Railroad** razed one of the last surviving buildings associated with the early years of the transcontinental railroad. The demolished building was the 25,000-sq.-ft., three-story, brick car shop located in West Oakland, Calif., and built in 1874. Pleas from the community and railroad historians to preserve the building or at least allow time for its documentation reportedly were ignored by the railroad, which had stopped using the building in 2002 due to concerns for its condition and seismic stability.—*San Francisco Chronicle* (Oct. 3, 2010)

The remaining façade of the **Bennett Rice Mill** (SIAN Summer 2009) has been preserved from the wrecking ball after the South Carolina State Port Authority agreed to incorporate this marvelous piece of industrial architecture into a proposed Rice Mill Park in downtown Charleston. The authority has been working with local community groups to address the preservation of the mill, which is located on Union Pier, a 50-acre parcel that is being rede-

veloped for use as a cruise ship terminal.—*Charleston Post & Courier* (Aug. 23, 2010)

In November, a **F4U-1 Corsair** fighter plane was pulled from 250-ft. deep water in Lake Michigan near Waukegan, Ill. The U.S. Navy aircraft, which crashed during training exercises in 1943, was recovered with donated private funds but remains the property of the U.S. Navy and has been shipped to the National Naval Aviation Museum in Pensacola, Fla., where it will be restored.—*Jackson (Miss.) Clarion* (Nov. 8, 2010)

**Fire at the Quincy Smelter.** The night of Sept. 26 local fire crews responded to an emergency call about a structure fire at the site of the historic Quincy Smelting Works in Hancock, Mich. The smelter, built in 1898, is the last copper smelter standing in the Keweenaw Peninsula (tour site—SIA Annual Conference, Houghton, Mich., 1997). The buildings that burned were the carpenter shop and lumber shed.—*Industrial Heritage and Archaeology Blog* [Tim Scarlett, SIA] (Sept. 27, 2010). ■

## CONFERENCES & WORKSHOPS

**The Life of New Materials.** Paper proposals are invited for a conference on Nov. 17-18, 2011, that will explore new materials that have made possible many technological advances. Whether based on plant, metal, chemical, or nano technologies, the development, use, re-use, and disposal of new materials is an embedded feature of industrial society. The focus of this conference is to understand the relationships from which new materials emerge, and which they in turn fashion. Of special interest is the life history of a new material: its biography, use cycle, place in supply chains, or features as material culture. Papers may address the reasons and methods for development of a new material; its design, manufacture, testing, and subsequent incorporation into final products or already existing technologies; its re-use or disposal; and its impact—anticipated or not—on subsequent innovations. Papers should address those scientific and technological processes that led to a material's creation within the commercial, institutional, or social contexts that led to its development. Papers should be historical and based on original research, and may consider any region of the world after 1900. Submissions should include a brief *c.v.* and a 500-word abstract. Deadline: April 1, 2011. Info: [www.pachs.net/newmaterials](http://www.pachs.net/newmaterials) or Carol Lockman, (302) 658-2400; [clockman@hagley.org](mailto:clockman@hagley.org). Travel support is available for presenters. The conference is jointly sponsored by the Hagley Museum & Library (Wilmington, Del.), the Chemical Heritage Foundation (Philadelphia, Pa.), and the Philadelphia Center for History and Science.

**Iron & Steel Preservation Conference.** A three-day conference and hands-on workshop will be held at Lansing Community College, Lansing, Mich., March 7-9, 2011. Paper presentations will focus on historic metal-truss bridges, their history, and restoration methods that respect the craftsmanship of their makers. This is the second year of the conference. Presenters this year include Emory Kemp [SIA], *Wrought Iron in 19th Century Engineering*; Frank Hatfield, *D.B. Steinman and His Suspension Bridges*; Mark Latsch,

*Managing Risk in Historic Bridge Restoration, A Case Study*; Steven Cook, *Critical Highway Infrastructure Monitoring Project*; David Simmons [SIA], *Bowstring Truss Design, Fabrication, and Field Assembly*; Steven Shaup, *Maintenance of Historic Metals*. There will also be a showing of the new movie *Top of the World*, which tells the story of the riveters who built the Empire State Building. The movie's directors consulted Vern Mesler [SIA] for expertise in depicting hot riveting techniques. The conference also includes demonstrations of metal restoration processes and hands-on experience in the college's well-equipped labs. Info: Vern Mesler, [vernesler@earthlink.net](mailto:vernesler@earthlink.net); (517) 614-9868.

Lansing Community College has also established an Iron and Steel Historic Preservation Program fund to support this workshop, along with projects and research related to the restoration and replication of historic iron and steel. This fund also provides scholarships to students. Contributions to the fund may be made through the Lansing Community College Foundation, [www.lce.edu/foundation](http://www.lce.edu/foundation) (specify that the donation is for the Iron and Steel program).

**Wingfield Estate Sugar Works, St. Kitts, West Indies.** Caribbean Volunteer Expeditions (CVE) is offering opportunities for volunteers to participate in an archeological dig, Jan. 30 to Feb. 6, 2011. Wingfield is one of the oldest sugar estates in the eastern Caribbean, and had its origins in an English settlement established in 1623. Sugar cultivation began in the 1630s, and the estate was the largest and most advanced on St. Kitts in the 18th century. Cane was processed in steam-powered works until the 1920s. The cost of the program is \$200, which covers the organizer's costs and insurance. The fee does not include airfare, room, or food. A block of overnight accommodations has been reserved at a nearby resort hotel at \$65/night for a shared double room. Info: David Rollinson, (902) 530-2478; [droll@eastlink.ca](mailto:droll@eastlink.ca) or CVE, Box 388, Corning, NY; (607) 962-7846; [ahersheve@aol.com](mailto:ahersheve@aol.com). ■

## MEMBER NEWS

**Joe Elliott** was the featured artist for an exhibit at the Lehigh University Art Galleries titled *Bethlehem Steel Portfolio 1989-1997*, offering a selection of Joe's large-format photographs taken during the last years of the plant's operation. Joe is currently working on a Bethlehem Steel book, which is being partially supported by a preservation grant from the SIA. Joe also recently had an exhibit of his photographs documenting the legacy of gold mining in Las Juntas de Abangares, Costa Rica, at the Martin Art Gallery at Muhlenberg College in Allentown, Pa.

**Patrick Harshbarger** has joined Hunter Research, Inc. of Trenton, N.J., as the Principal Historian. Patrick will be supervising the firm's historical and architectural research and evaluation activities. Hunter Research offers a full range

of cultural resource services to public and private clients throughout the Mid-Atlantic and Northeast U.S. The firm has been in existence since 1986 and does quite a bit of IA-related work. Recent projects include the Colt Gun Mill (Allied Textile Printers) site in Paterson, N.J., and the Petty's Run colonial steel furnace site in Trenton, N.J.

**Charles K. Hyde** was awarded the prestigious Nicolas-Joseph Cugnot Award by the Society of Automotive Historians for his latest book, *Storied Independent Automakers: Nash, Hudson, and American Motors*. The competitive award is for the year's outstanding book in automotive history in the English language. Charlie received the award at the society's annual meeting in Hershey, Pa. ■

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## CALENDAR

### 2011

**Mar. 7-9: Iron & Steel Preservation Conference, Lansing, Mich.** Paper sessions and hands-on workshops in riveting, welding, and other metals restoration processes. See article in this issue. Info: Vern Mesler, [vernmesler@earthlink.net](mailto:vernmesler@earthlink.net); (517) 614-9868.

**Mar. 31-Apr. 2: Business History Conference, St. Louis, Mo.** Info: Carol Lockman, (302) 658-2400, ext. 243; [clockman@hagley.org](mailto:clockman@hagley.org).

**Apr. 14-16: On the Surface: The Heritage of Mines and Mining, Innsbruck, Austria.** Info: [www.tourism-culture.com/conferences\\_and\\_events.html](http://www.tourism-culture.com/conferences_and_events.html).

**Apr. 20-23: Southwest/Texas Popular Culture Assn. and American Culture Assn. Joint Conference, San Antonio, Tex.** Inclusive of paper sessions on topics of IA-related interest. Info: [www.swtxpca.org](http://www.swtxpca.org).

**May 31-June 4: Vernacular Architecture Forum Annual Conference, Falmouth, Jamaica.** Info: [www.vafweb.org](http://www.vafweb.org).

**June 2-5: SIA ANNUAL CONFERENCE, SEATTLE, WASH.** See article and call for papers in this issue. Info: [www.sia-web.org](http://www.sia-web.org).

**June 20-26: National Railway Historical Society Annual Convention, Tacoma, Wash.** Info: [www.cascaderails2011.com](http://www.cascaderails2011.com).

**Oct. 13-16: SIA FALL TOUR, QUINNEBAUG VALLEY, CONN.** Info will be posted as it becomes available: [www.sia-web.org](http://www.sia-web.org).

**Oct. 13-16: The 14th National Conference on Planning History, Baltimore, Md.** Society for American City and Regional Planning History. Paper sessions and tours on architecture, planning, geography and landscape design. Info: [www.dcp.ufl.edu/sacrph](http://www.dcp.ufl.edu/sacrph).

**Nov. 17-18: The Life of New Materials Conference, Hagley Museum & Library, Wilmington, Del.** Co-sponsored by the Chemical Heritage Foundation and Philadelphia Area Center for History & Science. See article in this issue. Info: [www.pachs.net/newmaterials](http://www.pachs.net/newmaterials). ■