



# SOCIETY FOR INDUSTRIAL ARCHEOLOGY

## NEWSLETTER

Volume 40

Fall 2011

Number 4

## THE QUINEBAUG-SHETUCKET VALLEY 2011 SIA FALL TOUR REVIEW

About 75 SIA members attended this year's Fall Tour to the Quinebaug-Shetucket Valley in the northeast corner of Connecticut, straddling the border with Massachusetts. This 1,085 sq. mi. valley has been called "The Last Green Valley" because of its surprisingly rural character, wedged in between the metropolises of the Northeast U.S. In 1994, Congress designated the Quinebaug and Shetucket Rivers Valley National Heritage Corridor, recognizing the valley's special natural and historic resources, not the least of which is a strong industrial presence in 19th-century mill towns and small cities, such as Southbridge, Willimantic, and Mansfield. Tour participants enjoyed learning about the valley's IA, from old mills to modern industries that are carrying on with the region's tradition in manufacturing.

On Thursday, Oct. 13, the Fall Tour kicked off with an afternoon at **Old Sturbridge Village** in Sturbridge, Mass. Old Sturbridge is celebrating its 65th year as one of the

nation's premier open-air museums. Its focus is life in the 1790s to 1840s when profound technological progress and economic growth were transforming New England into a center of American manufacturing. Curator Tom Kellerman greeted our group in the museum's auditorium with a slide-illustrated presentation on the history of Old Sturbridge. Of particular interest was a discussion of the museum's founding family, the Wells, who built their fortune with the **American Optical Co.** in nearby Southbridge. Fittingly, the tour hotel was the Southbridge Conference Center, located in the company's former headquarters and main factory. Tom explained how the Wells family, particularly George B., turned a hobby of collecting antiques into a passion for New England history. In the late 1930s, he bought land on which to keep his ever-expanding collection, which eventually came to include entire buildings. Today, the museum preserves more than 40 buildings, almost all of them saved and moved to the site to illustrate

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Patrick Hansbarger, all photos

*SIA members get in some exercise at the Connecticut Eastern RR Museum.*

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## FALL TOUR REVIEW (continued from page 1)

various building types and crafts. Our tour focused on the **Taft Covered Bridge**, a Town lattice truss built c.1870, and the village **carding mill, cider mill, gristmill, and sawmill**. The highlight was the carding mill, which originally was located in Waterford, Me. It was in operation; powered by a tub wheel. Two carding engines were brushing wool into rolls and batting. Unfortunately, due to high water, the up-and-down sawmill was not in operation for our visit, and the gristmill's waterwheel was down for repairs. The afternoon was complete with time to explore the rest of the museum on our own.

Thursday evening's reception was held at the Publick House in Sturbridge, an inn located on the village green. The inn has been in business since 1771, although the building has been greatly expanded and updated. Following appetizers featuring a traditional New England clam chowder, historian Bruce Clouette presented a talk on the development of the Quinebaug-Shetucket Valley. Bruce featured

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.

**TO CONTACT THE EDITOR:** Patrick Harshbarger, Editor, *SIA Newsletter*, 305 Rodman Road, Wilmington, DE 19809; (302) 764-7464; e-mail: [phsianews@aol.com](mailto:phsianews@aol.com).

the themes of historical geography and waterpower, and their influence on the establishment of textile mills. Slides highlighted the many mills and mill villages that would be seen during the next two days of touring. On Friday, both buses visited mostly the same locations, although in slightly different order. On the itinerary were four process tours including a hand-crafted candle works, a mass-production bakery, a factory for assembling foot switches, and a manufacturer of down-hole hammers and drill bits.

**Mole Hollow Candles** in Sturbridge is a small family-owned business that until last year was located in Shelburne Falls, Mass. It relocated to a modern building on U.S. Route 20 in order to update its operations and to take advantage of Sturbridge's tourism. The tour featured a walk-through of the candle-dipping operation, which uses traditional hand-dipping techniques with the wicks tied into frames that are repeatedly dipped into hot wax. The workforce consists almost entirely of high school and college students. It takes about six months to train a good dipper to dip in a smooth, evenly timed fashion, the most critical skill. Perhaps not surprisingly, the best dippers are musicians, some of whom find their day-time job dipping candles a complement to night-time gigs. Mole Hollow is best known for tapered candles made using premium ingredients, including beeswax.

A contrast to the small candle shop was the mass-produc-

*(continued on page 4)*



*Inside the village carding mill at Old Sturbridge Village.*

# 41st SIA Annual Conference

## CINCINNATI, MAY 31–JUNE 3, 2012

Since the SIA last met in Cincinnati in 1978, the skyline has changed, and much of the heavy industry is gone, but many IA attractions remain. Cincinnati has an unusual stock of 19th-century commercial buildings, a surprising amount of industrial activity, and Art Deco masterpieces such as Carew Tower, the Hilton Netherland Plaza (conference headquarters), Union Terminal, and Lunken Airport. The vast Union Terminal complex now contains three museums, including the Cincinnati History Museum where our Saturday banquet will be held. In addition to Cincinnati and its Ohio suburbs, tours are planned to include sites in Kentucky and as far north as Dayton. The area's industrial heritage includes many examples of water, rail, and air transportation infrastructure and component manufacturing, food processing, and production of parts for motor vehicles. Watch the SIA website ([www.sia-web.org](http://www.sia-web.org)) and eNews for more details as they become available. Registration materials will be sent to all members in late March.

### CALL FOR PAPERS

The SIA invites proposals for papers and poster displays to be presented at the 41st Annual Conference on Saturday, June 2, in Cincinnati. 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 regional industries and transportation are encouraged. All papers and poster displays should offer interpretation and synthesis of data. Paper sessions will be held at the Hilton Cincinnati Netherland Plaza.

**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 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,



Patrick Harshbarger

*John A. Roebling's Ohio River Bridge (Cincinnati-Covington Bridge).*

or conclusions; 3) brief résumé(s) for the presenter(s), including postal address, telephone/fax numbers, and e-mail; 4) a list of visual-aid requests. Facilities for media formats other than Microsoft PowerPoint.ppt or OpenOffice Open Document 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: Mar. 31, 2012. Send proposals or questions to: [secretary@siahq.org](mailto:secretary@siahq.org); Justin M. Spivey, SIA 2012 Paper Sessions Chair, 405 North Main St., Hightstown, NJ 08520; (609) 751-6915.

### 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. Scholarships are a cash stipend that typically covers some, but not all, of the costs of travel and lodging. Those interested in applying for a travel scholarship to attend the 2012 Annual Conference in Cincinnati 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, 2012. Apply to Patrick Harshbarger, SIA Scholarship Committee, 305 Rodman Rd., Wilmington, DE 19809; (302) 764-7464; [phsianews@aol.com](mailto:phsianews@aol.com). ■



HABS OH-705 (July 1981)

*Cincinnati Union Terminal.*



*A manager at Linemaster Switch displays a foot switch.*

tion bakery operated by **Automatic Rolls of New England** in Daysville, Conn. The bakery floor is a state-of-the-art, Rube Goldberg-esque operation of conveyors, elevators and spiral chutes where little is done by hand in order to ensure speed and the highest of sanitary conditions. Prior to entering, we were required to don paper hats and booties and remove all jewelry in order that no contaminants enter the dough. The bakery produces 6,000 dozen buns per day, most of them destined for McDonald's restaurants located throughout the Northeast. It also produces english muffins. Of course, at one level, the process is no more complex than baking at home. It follows the simple steps of measuring ingredients, mixing them, proofing the dough, baking the dough, and finally packaging, but everything at Automatic Rolls is done precisely and in huge quantities, with an amazing amount of quality control and testing to deliver a consistent and predictable product.

Next on the tour were two old-line machine tool and machinery component manufacturers typical of those that

have long taken advantage of New England's skilled workforce. At **Linemaster Switch Corp.** in Woodstock, Conn., we observed the design and assembly of precision foot switches used to operate electric and air-powered machines. Linemaster produces over 200 standard catalog items. Its fastest growing sector is switches used in the medical field by surgeons and technicians who need their hands free. Albert Simonds began the company in 1937, when he designed a reliable foot switch that could be used with lense-grinding machinery. During our tour, we watched workers assemble the foot switches from components supplied by other manufacturers.

**Numa Hammers** in Thompson, Conn., is a designer and manufacturer of high-performance down-hole hammers and bits used in the construction, mining, oil and gas, quarry, and water-well industries. Numa has been in business since 1985, producing over 50 models of hammers with the largest models capable of drilling holes of up to 43-in. diameter. It is located in a modern 60,000 sq. ft. facility with most of the work being done on precision computer-aided machine tools.

The two featured historic sites on the Friday tour were **Chamberlin Sawmill** and **Rosedale Cottage**, both located in Woodstock. Chamberlin is a water-powered circular sawmill, dating from the 1860s, located on the Still River. It represents a classic small-scale rural operation. Remarkably, it has had very few changes since the 1930s when waterpower was replaced as the primary source of power by a Studebaker truck engine. Rosedale Cottage is a landmark Gothic Revival-style house built in 1846 as the summer home for Henry C. Bowen, a prominent New York City merchant. Our tour featured the house's basement to observe the cistern and a late-19th-century coal-fired furnace. We also ventured to the attic to observe the timber roof trusses.

Saturday's tours ranged down, across, and back up the Last Green Valley from Southbridge as far south as Willimantic with windshield tours and photo opportunities of several



*A worker strings the wicks on candle-dipping frames at Mole Hollow Candles.*



*Wauregan Mill is typical of the many textile mills that can still be found in the Last Green Valley.*



*At the Gurleysville Grist Mill, SIA members enjoyed the intact 19th-century rural mill and a beautiful fall day.*



*Two runs of stone and crane inside the Gurleysville Grist Mill.*

mill villages. Lunch was had outdoors in Mansfield adjacent to the **Kirby Mill**, a handsome stone textile mill built in 1882, and the **Mansfield Hollow Dam**, a U.S. Army Corps of Engineers project completed in 1952. In Willimantic, we were met by volunteers and staff of the **Windham Textile & History Museum**, located in the building constructed in 1877 as a company store by the Willimantic Linen Co. It features exhibits on the history of the industry with a special emphasis on workers' lives. Exploration of the museum was followed by an outdoor walking tour of the **Willimantic Linen Co.** site. The mill complex consists of impressive multi-story factories, most of them of stone with slow-burning timber floor construction dating from the mid-1860s to mid-1890s. The company made sewing threads, catering to the vast market created by sewing machines. In 1895, American Thread purchased it. The mills closed in 1985, a major blow to the local economy. Since then, several of the buildings have been rehabilitated for use as residential condominiums.

Also in Willimantic is the **Connecticut Eastern Railroad Museum**, operated by the local chapter of the National Railway Historical Society. The museum is located on the site of the Columbia Junction freight yard of the New Haven Railroad's "Air Line" between New Haven and Willimantic. The museum has reconstructed a six-stall roundhouse at the site of the original early 1870s turntable pit. The museum has a collection of diesel locomotives and maintenance-of-way equipment, and several vintage railroad buildings have been relocated to the property. We were treated to a ride along the spur that serves the museum, and several SIA members had fun operating a handcar.

Capping off the Saturday tour was the **Gurleyville Grist Mill**, one of the most intact 19th-century industrial sites in Connecticut. The small coursed-ashlar mill was built in the 1830s and features two runs of stone and square-section iron shafting. Miller Samuel Cross placed most of the surviving equipment in the 1870s, including a bolter, sheller, and cob grinder. The Douda family ran the mill from 1912 to 1941, and then closed it up, remarkably deciding to maintain its

historical integrity. The mill is notable for the little details that have survived, including a well-worn miller's stool and desk, work benches cluttered with tools, and graffiti drawn by the millers and their customers.

The Fall Tour wound down on Saturday night with a banquet at the Southbridge Conference Center. Following dessert, folk musician Rick Spencer entertained us with a program of 19th-century work songs. Rick peppered his presentation with discourse on the origins and history of the songs, relating them to the hard work of industrial laborers.

The SIA thanks Bob Stewart, Bruce Clouette, and David Poirier who served on the tour's organizing committee. Also the docents, wranglers, advisers and volunteer helpers: Pamela Adams, Elsie Bisset, Michelle Bourgeois, William Burt, Robert Cless, Donna Clouette, Dan Forrest, Bill Goodwin, Nancy Goodwin, Mike Hamilton, Ross Harper, Duncan Hay, Karin Peterson, Ron Petrie, Don Sierakowski, Candace Eisner Strick, Ken Strick, Linda Walden, Sara Wermiel and Fern Wildman-Schrier.

*Patrick Harshbarger*

## ***New IA Book Review Editor***

The SIA is pleased to announce that **Carol Poh** has agreed to serve as the new book review editor for *IA: The Journal of the Society for Industrial Archeology*, effective Jan. 1, 2012. Carol is a long-time member and former president of the SIA, a productive professional and articulate advocate in our field, and a former editor of *SIAN*. We look forward to working with her as we continue our long tradition of providing useful book reviews and other material in *IA*. The SIA also extends a heartfelt thanks to **Terry Reynolds** who served for over 15 years as the previous book review editor and is retiring as a professor at Michigan Tech.

## THE TYPEWRITER, C. L. SHOLES & STEVE JOBS

Milwaukee has been celebrating the invention of the typewriter. In a ceremony held at the Milwaukee Public Library on Oct. 6, the American Society of Mechanical Engineers (ASME) dedicated the **Sholes & Glidden Typewriter** as an engineering landmark. The machine manufactured by Christopher Latham Sholes and Carlos Glidden in 1873 is recognized as the world's first practical, commercially successful typewriter.

In the mid-19th century, a large number of inventors were working on perfecting mechanical writing machines. C.L. Sholes, a Milwaukee newspaperman, was one. In 1867, he was working in Charles F. Kleinstuber's machine shop on State St., developing machines for addressing and numbering newspapers, where he met Glidden working on designs for a steam-driven rotary plow and mechanical spade. It is reported that the two joined forces, along with machinist and clock-builder Mathias Schwalbach and fellow inventor Samuel Soulé. They had produced a functioning typewriting machine by the fall of that year.

As patented in June and July, 1868, the claims of Sholes, Glidden, and Soulé were: (1) a disc with radial grooves and slots to receive and guide the typebars so that they struck the center; (2) radial typebars to correspond with this disc; (3) a ratchet to move the paper-carriage by the breadth of a tooth when a key was struck; and (4) a hinged clamp to hold the paper firmly on its carriage. Over the next five years, the design would be refined, critically adding a cylindrical platen. As perfected, the typewriter had one entirely original feature—the arrangement of the keys. It has been reported that Sholes arranged the keys in the now familiar QWERTY layout to minimize the possibility of jamming the typebars. The QWERTY layout was commonly adopted by other typewriter manufacturers, and as a result much of the world will likely have to live with this letter configuration forever, even on computers and mobile devices.

In speaking at the ceremony, Milwaukee Mayor Tom Barrett noted the juxtaposition of the ceremony with the recent death of Steve Jobs, CEO and co-founder of Apple Com-

puter. It is with some irony that, 138 years after the invention of the typewriter, the world continues to use the Sholes keyboard.

Other speakers noted the impact the Sholes & Glidden Typewriter had on society. Sholes's invention created significant increases in workforce productivity. The ability of a skilled operator to type uniform, easily read text at high speed, and also to employ carbon paper to make multiple copies, created significant increases in efficiency and economy in the workplace. The demand for typists also enabled women to enter the business world in unprecedented numbers. Muchka stated that women represented less than 3 percent of the business office workforce in the mid-19th century. Following the introduction of the typewriter, their numbers increased to over 70 percent by 1900, greatly changing perceptions of the role women played in the office.

Similarly, Steve Jobs's ingenuity has led to dramatic changes in society. He once urged the world to "Think Different"—his innovations clearly providing us with useful devices that have broadened our horizons. Through his leadership, Jobs largely phased out physical keyboards on many of Apple's devices. And yet, iPods, iPads, iPhones, and other Apple mobile devices continue to use the QWERTY layout. Isaac Newton, in a 1676 letter to Robert Hooke stated, "If I have seen further, it is by standing on the shoulders of giants." While Sholes and Jobs lived many decades apart, it is clear that their broad shoulders have benefited humanity.

*Thomas H. Fehring [SIA]*

*Member, ASME Committee on History and Heritage*

*Editor's Note: In 2011, the world's last manufacturer of manual typewriters—Godrej and Boyce of Mumbai, India—shut down.*



*Presentation of the ASME Landmark plaque at the ceremony held on Oct. 6. Center is Thomas Fehring [SIA]. Milwaukee Mayor Thomas Barrett (right).*



*The Sholes & Glidden Typewriter, on display at the Milwaukee Public Library.*

# Alternating Currents— National Preservation Conference

Nearly 2,500 preservationists converged on Buffalo, N.Y., for the 65th National Preservation Conference of the National Trust for Historic Preservation (NTHP). As a direct result of the *Industrial Heritage Retooled* workshop last November, sponsored by the J.M Kaplan Fund and NTHP (*SIAN*, Fall 2010), there was a strong thread on industrial heritage.

Buffalo's rich architectural heritage was emphasized. From the park system designed by Fredrick Law Olmstead to notable buildings designed by Frank Lloyd Wright there are architectural gems throughout the city. The city is also defined by the massive grain elevators along its waterfront. Sadly, one of them was being demolished as the conference started.

The conference was a weeklong series of meetings, tours, and tutorials covering all aspects of historic preservation. The theme, *Alternating Currents*, has meaning on several levels. Buffalo and the Niagara region are the birthplace of large-scale hydroelectric power based on a.c., spelling the end of direct current in this vital technology, and a key element in the industrial heritage of the region. The title also reflects the ever-changing landscape of historic preservation.

The SIA was well represented at the conference. Vice President Duncan Hay spoke on the former Chestnut Hill High-Service Pumping Station, now a mixed-use site that includes the Boston Metropolitan Waterworks Museum (*SIAN*, Spring 2011). Also in that session, Germany's Wolfgang Ebert discussed the European Routes of Industrial Heritage (<http://erih.net> or follow the link on the SIA homepage). These routes are in many different European countries and might be the basis for future SIA Study Tours.

Duncan also hosted a bus tour of the historic Erie Canal and the New York State Barge Canal, which was heavily damaged by the late summer storms and is in the midst of a massive reconstruction effort (see article elsewhere in this issue).

There was a session devoted to IA, explaining it as the technical foundation of industrial heritage preservation. Executive Secretary Patrick Martin presented some of the work done at West Point Foundry in a multi-year field school. IA Editor Fred Quivik presented a "case for tailings and slag," arguing that these waste products are an important part of the industrial landscape. Bode Morin (SIA) presented his research work on copper mining.



Detroit Publishing Co. collection, Library of Congress

**Unloading grain at the Great Northern elevator, Buffalo, N.Y., 1901.**

Sir Neil Cossons, former Chairman of English Heritage, gave a very engaging talk, *The Industrial Sublime: Contrasting Views on Preserving Industrial Heritage*. He showed several examples of creative adaptive reuse, particularly of worker housing. Another session focused on creative ways to finance adaptive reuse of industrial sites. *Revitalizing "Old Rusty: Reviving Our Industrial Heritage One Historic Building at a Time* discussed how using historic tax credits, EPA brownfields funding, and other sources can make a reuse project financially viable.

There wasn't a great deal of overlap among the attendees to these sessions, so we estimate that around 200-300 people heard something about industrial heritage preservation. All of the sessions generated a lot of good questions and audience involvement.

All of us on the industrial heritage thread appreciate the NTHP's support and the support of the J.M. Kaplan Fund. The theme for next year's National Preservation Conference in Spokane, Wash. will be different, but we will try to get some coverage on industrial heritage there.

Jay McCauley  
SIA President

# CALL FOR NOMINATIONS—SIA PRESIDENT, VICE-PRESIDENT, DIRECTORS, NOMINATIONS COMMITTEE

## Attention SIA Members!

Now is your chance to nominate candidates to represent your society and keep SIA 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.

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 2012, there will be several openings: one for President; one for Vice President; two on the Board of Directors, 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. 30, 2012**. If you have any questions or need additional information, please don't hesitate to contact **Rachael Greenlee**, Chair, SIA Nominations Committee, 113 South U Street, Apt. 44, Lompoc, CA 93436; (812) 344-3657; [rhfctr@gmail.com](mailto:rhfctr@gmail.com).

## Positions Open in 2012:

**President** (2-year term). The President is the Society's executive officer, supervising all the business and affairs of the Society, including chairing meetings of the Board of Directors and presiding at the Annual Business Meeting. The President also represents the Society to other organizations. For 2 years after his or her term expires, the President serves in an *ex officio* capacity as Past President, continuing to be a voting member of the Board. The Past President traditionally is the appointed member of the Nominations Committee. (Note that this means an effective 4-year term, 2 years as President, and 2 years as Past President.)

**Vice President** (2-year term). Serves as a member of the Board of Directors; chairs Board meetings, and carries out other official presidential functions in the president's absence. The Vice President traditionally is elected President at end of his or her term in order to provide continuity of leadership. Candidates for Vice President must have previously served on the Board for a minimum of one year as a voting member.

**Directors** (3-year term). Two of seven director positions on the Board of Directors are open this year. The board meets approximately four times per year (both in person and online) 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.

**Nominations Committee Member** (3-year term). One of three elected members of the committee that assists 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 Rachael Greenlee 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)  
Maryellen Russo (2010–2013)  
David Rotenstein (2010–2013)  
David A. Vago (2011–2014)  
Ingrid Wuebber (2011–2014)  
Scott Baxter (2011–2014)

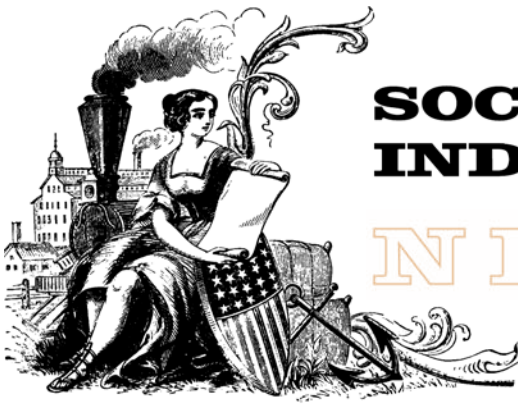
## Nominations Committee

Rachael Greenlee, Chair (2009–2012)  
Kevin Pegram (2010–2013)  
Tim Mancl (2011–2014)  
Mary Habstritt, *ex officio* (2010–2012)

## Dues Reminder

SIA membership dues reminders for the 2012 calendar year were mailed to all current members in November. Please renew early and help the SIA reduce the costs of sending duplicate notices. You may renew by check or money order, or by using the SIA's secure website ([www.sia-web.org](http://www.sia-web.org)). When renewing please consider opting for the digital version of the *SIAN* and supporting the SIA's student scholarship or historic preservation grant programs with a donation.





# SOCIETY FOR INDUSTRIAL ARCHEOLOGY

## NEWSLETTER

### PUBLICATIONS OF INTEREST

Vol. 40, No. 4

Fall 2011

COMPILED BY

Mary Habstritt, New York, N.Y., Justin Spivey, Hightstown, N.J., and Patrick Harshbarger, SIAN editor, Wilmington, Del.

#### GENERAL INTEREST

- ◆ Peter Applebome. **Williamsburg on the Hudson.** *NY Times* (Aug. 5, 2011). Like the Brooklyn neighborhood referenced in the article's title, upstate New York river towns are now experiencing an influx of young artists, gallery owners, and restaurateurs. Applebome invites readers to "pick your favorite current image of industrial past and creative present;" while he also introduces some less well-known adaptive reuses of former industrial sites and "new tech"-driven development.
- ◆ Leslie-Arlette Boyce and Brian Merlis. **The Glory of Brooklyn's Gowanus: Legacy, Industry, and Artistry.** Walsworth, 2011. \$40. History of the Gowanus Canal with lithographs, vintage photographs, as well as Boyce's own shots (she is a dancer and photographer). Merlis is an amateur historian and collector of historic photos.
- ◆ Carlos Harrison. **Bouncing Back to Life.** *Preservation* (Nov./Dec. 2011), pp. 14-16. The \$850,000 project to restore the Fort Meyers, Fla., laboratory where Thomas Edison sought a substitute for rubber.
- ◆ Meghan Hogan. **Buffalo, Re-booting Industrial America.** *CG* (Summer 2011), pp. 26-37. Timed to coincide with the National Trust's annual conference, discusses the importance of industrial heritage to the character of Buffalo, drawing mainly from HAER documentation of the city's impressive grain elevators. Photos by Jet Lowe [SIA].
- ◆ Ruth K. Meyer. **The American Weigh.** *Timeline*, Vol. 28, No. 4 (Oct.-Dec. 2011), pp. 2-15. The history of the penny scale, once a fixture on many street corners. Its changing design reflected a distinctive artisanship and a technology that evolved with the American quest for a slender, healthy appearance.
- ◆ Dede Nash. **Mapping the Past.** *New York Archives* (Summer 2011), pp. 19-23. Discusses use of Sanborn insurance maps to guide historic preservationists in restoration and re-use of former rail freight yard structures in Cambridge, N.Y. Cambridge was once a national shipping center for agricultural equipment.
- ◆ David A. Poirier [SIA] and Bruce Clouette [SIA], eds. **Pathways to the Past: Transportation, Heritage, and the Twenty-First Century.** Conn. Dept. of Transportation and Conn. Commission on Culture and Tourism, 2010. 116 pp., illus. This collection of articles highlights specific ConnDOT transportation projects that illustrate unusual creativity and willingness to explore novel approaches to improving local transportation needs while maintaining and sometimes mitigating the impacts on architectural and archeological resources. Articles include Bruce Clouette, *Dealing with Surprises: The Case of Durham's Mill Bridge*; Jim Klein, *Preserving Connecticut's Scenic and Historic Roads*; Carl Bard, Will Britnell, and Simone Cristofori, *ConnDOT's Context Sensitive Approach to Roadway Design*; R. Kenneth Wassell, *Pick-up Sticks: The Reuse of an Historic Truss Bridge*; J. Howard Pfrommer and Michael S. Raber [SIA], *Managing Site Aesthetics and Historic Resources: The Depot Road Bridge Project*; Mary Guilette Harper, *Sites Unseen: Archaeological Resources Reveal Connecticut's Hidden History*; Cece Saunders [SIA] and Robert Moore, *Documentation Standards for Connecticut's Cultural Resources*; Robert Stewart [SIA], *Documenting the Cos Cob Power Plant for the Historic American Engineering Record*; and Bruce Clouette, *The Connecticut State Pier: Boon or Boondoggle?* [NB—Copies of the book were distributed to participants of the 2011 SIA Fall Tour. Additional free copies will be made available at the 2012 SIA Annual Conference in Cincinnati].
- ◆ Malka Simon. **"The Walled City": Industrial Flux in Red Hook, Brooklyn, 1840-1920.** *Buildings & Landscapes*, Vol. 17, No. 2 (Fall 2010), pp. 53-72. The docks, storehouses and industries of the neighborhood that thrived as a center for the storage of low-value, high-bulk goods within the Port of New York. Includes discussion of a typology of 19th-century warehouses and the history of the Atlantic Basin (tour site—2004 SIA Annual Conference, Brooklyn, N.Y.).
- ◆ Colin Thom. **Fine Veneers, Army Boots and Tinfoil: New Light on Marc Isambard Brunel's Activities in Battersea.** *CH*, Vol. 25 (2010), pp. 53-68. Between Brunel's most renowned accomplishments of making the innovative block-making machinery for the Royal Navy (1802-05) and building the Thames Tunnel (1825-1843), he was involved in three speculative enterprises: a sawmill making fine veneers for the furniture trade, a factory making boots and shoes for Wellington's army, and another producing decorative tinfoil.

#### BRIDGES

- ◆ William S. Caswell, Jr. **Connecticut and Rhode Island Covered Bridges.** Arcadia, 2011. 128 pp. \$21.99. A well-researched volume with many rarely seen photographs and drawings. Rev.: *CBT* (Fall 2011), p. 2.
- ◆ **Covered Bridge Topics.** Vol. 69, No. 2 (Spring 2011) includes *Covered Bridges in the Bayou Country* (photographs from Louisiana and Mississippi); *The Question of Housing* (discussion of considerations in restoration); *Fairfield County Yesterdays* (photos of covered bridges in the central Ohio county); *The Square-Timber Lattice Truss*. Vol. 69, No. 3 (Summer 2011) includes Richard Sanders Allen, *Comment on Commentary on "The First Covered Bridge in America"* (reprint of 1953 article marshalling evidence that Palmer's Permanent Bridge

in Philadelphia was the first); *Covered Bridges of the Gagetown Base* (three bridges at the Canadian Forces Bases in rural New Brunswick); *Tension Stresses in Town Lattice Bottom Chords*; and *Did They Build Covered Bridges on Land First, or over the Water?* (There is little historic evidence for the technique of first assembling the entire bridge and then drawing it over the river; rather the evidence points to the fact that most builders used falsework). Vol. 69, No. 4 (Fall 2011) includes *The Triple-Plank Lattice Truss* (a rare variation of the Town Lattice truss); *Fairfield County Yesterdays*; and, *New York State Album* (photos, mostly by Richard S. Allen dating from the 1940s).

- ◆ Gregory K. Dreicer. **Building Bridges and Boundaries: The Lattice and the Tube, 1820-1860.** *T&C*, Vol. 51, No. 1 (Jan. 2010), pp. 126-163. Explores the debate among engineers and builders about the suitability to long-span bridge construction of the lattice truss (essentially described at the time as an American invention) versus the tube (a British 'icon'). The dichotomy reflected nationalism but obscured the physical and theoretical similarities of the two bridge types.
- ◆ Kim Fundingsland. **Historic Bridge's Lift System Never Used.** *Minot (N.D.) Daily News* (June 18, 2011). The Fairview Lift Bridge (tour site—SIA Fall Tour 2003, NE Mont.) was completed in 1913 for the Montana Northeastern Ry., but it has never needed to open to navigation on the Yellowstone River.
- ◆ Corey Kilgannon. **High Line's Next Phase: Less Glitz, More Intimacy.** *NY Times* (Dec. 19, 2010). Opening the next section of the High Line (*SIAN*, Spring/Summer 2004), the highly successful rehabilitation of NY City's West Side elevated railroad into a linear park.
- ◆ Brad Miller. **Just Like New.** *Modern Steel Construction* (Sept. 2009), pp. 48-51. The Black Bridge near Milltown, Mont. was built in 1921 and originally had two, 166-ft.-long, truss spans. In 2008, the bridge was reconstructed; one span was lengthened to 222 ft. using parts from the second truss. Driving the project was the removal of the Milltown Dam as part of a Superfund clean up. The removal of the dam caused the bridge to be subjected to swift stream action for which the original piers were not designed.

## CONTRIBUTORS TO THIS ISSUE

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*With Thanks.*

- ◆ Matthew C. Royce. **Concrete Bridges in New York State.** *ASPIRE* (Fall 2011), pp. 46-48. Overview of prestressed-concrete highway bridges from the 1950s to present. Also, Edward P. Wasserman. **A Brief History of Concrete Bridge Construction in Tennessee** (Fall 2009), pp. 46-48. *ASPIRE* is published by the Precast/Prestressed Concrete Institute. [www.aspirebridge.com](http://www.aspirebridge.com).
- ◆ Pam Sohn. **Reconstruction of Two Historic Bridges Begins at Chattanooga National Military Park.** *Chattanooga Times* (July 5, 2011). Describes the replacement of the Alexander Bridge at the Chickamauga Battlefield. The original bridge, a wood-truss on stone abutments, featured prominently in the opening skirmish of Sept. 1863. A metal truss replaced that bridge's wood superstructure in 1897. The National Park Service is rehabilitating the original 1863 stone abutments and donating the 1897 metal truss for use on a local greenway.

## BUILDINGS & STRUCTURES

- ◆ Brian Bowen. **The Building of the British Westinghouse Electric and Manufacturing Plant, Trafford Park, Manchester, 1901-2: An Early Example of Transatlantic Co-operation in Construction Management.** *CH*, Vol. 25 (2010), pp. 85-100. In 1897, when Westinghouse decided to construct a plant to manufacture electrical equipment for its growing European market, it turned to Scottish contractors James Stewart & Co. The plant was the largest industrial works in the whole of Europe to be built at one time, completed in 15 months.
- ◆ Michael M. Grynbaum. **Deep Below Park Avenue, a Monster at Rest.** *NY Times* (July 24, 2011). NYC's Metropolitan Transit Authority has buried the 200-ton cutter head of a tunnel-drilling machine more than 100 feet underneath Manhattan. The machine, known as Seli after its Italian maker, has been used since 2007 to cut new rail tunnels between Long Island and Grand Central Terminal. It was purchased for over \$6 million, but cost prohibits dismantling and removing it from the tunnels now that its job is done. The cutter head will be encased in concrete.
- ◆ Thomas Leslie. **"Built Mostly of Itself": The Chicago Brick Industry and the Masonry Skyscraper in the Late 19th Century.** *CH*, Vol. 25 (2010), pp. 69-84. Prior to becoming known as the city of the steel-frame skyscraper, Chicago was a city of brick. Includes brick making and bricklaying technology, c. 1875-1900, in addition to notable brick buildings.
- ◆ Kim A. O'Connell. **A Lustron Goes Home.** *Preservation* (Aug. 2, 2011). A rare all-steel prefabricated Lustron house has been donated to the Ohio Historical Society, which will reassemble the building for display in an exhibit on mid-20th-c. modernism. The Lustron Corp. of Columbus, Ohio, made a significant impression with its modular-panel houses, but ultimately only 2,680 houses were constructed before the company filed for bankruptcy in 1950. This particular house was displayed at the Museum of Modern Art in New York in 2008.

## AGRICULTURE & FOOD PROCESSING

- ◆ Howard Ande. **Small Town Grain Elevators: The Sentinels of Farm Country.** *NRHS Bulletin* (Summer 2011), pp. 4-21. Sadly, the small wooden grain elevators of the Midwest are gradually disappearing.
- ◆ Kerck Kelsey. **Prairie Lightning: The Rise and Fall of William Drew Washburn.** Lakeville, Minn.: Pogo Pr., 2010. 187 pp. \$18.95. Portrays the business career and social life of the Minneapolis flour milling capitalist who founded the company that became General Mills.
- ◆ **Old Mill News.** Vol. 39, No. 3 (Summer 2011). Includes *Chandler Mill* (restoration of 1860s gristmill in Cherokee, Ala.);

A *Tribute to Millers* (thoughts on milling as a modern profession at historic sites); and *Testing Flour for Strength* (reprint from 1899 article giving advice to millers on analyzing the quality of their flour). Published by the Society for the Preservation of Old Mills.

- ◆ John Seabrook. **Snacks for a Fat Planet: Can PepsiCo Be Good for You?** *The New Yorker* (May 16, 2011), pp. 54-71. In this profile of PepsiCo under the leadership of CEO Indra Nooyi, the reader is taken inside a potato chip factory and a laboratory where PepsiCo is trying to make less salt taste just as salty by changing its crystals' shape.

## ART & INDUSTRY

- ◆ James M. Dennis. **Robert Koehler's *The Strike: The Improbable Story of an Iconic 1886 Painting of Labor Protest***. Univ. of Wis. Pr., 2011. 176 pp., illus. \$24.95. In 1886 the German-American artist Robert Koehler painted in oils a dramatic wide-angle depiction of an imagined confrontation between factory workers and their employer. *The Strike* had a long and tumultuous international history as a symbol of class struggle and the cause of workers' rights. First exhibited just days before the tragic Chicago Haymarket riot, it became an inspiration for the labor movement. In the midst of the campaign for an eight-hour workday, it gained international attention at expositions in Paris, Munich, and the 1893 Chicago World's Fair. Though the painting fell into obscurity, *The Strike* lived on in wood-engraved reproductions in labor publications. Its purchase, restoration, and exhibition by New Left activist Lee Baxandall in the early 1970s launched it to international fame once more, and collectors and galleries around the world scrambled to acquire it. It is now housed in the Deutsches Historisches Museum in Berlin.
- ◆ Celina Fox. **The Arts of Industry in the Age of Enlightenment**. Yale Univ. Pr., 2010. 576 pp. The visual communication of industrial knowledge by means of drawings, engravings, models, and publications, c. 1650-1850. Considers the effectiveness in selling projects, transmitting knowledge and conveying the cultural importance of technology. The final chapter examines how artists responded to industrial change. Rev.: *CH*, Vol. 25 (2010), pp. 149-50.
- ◆ **Modern Ruins: Portraits of Place in the Mid-Atlantic Region**. Photos by Shaun O'Boyle. Penn State Pr., 2010. 120 pp., illus. \$42.95. O'Boyle's photographs are grouped thematically, including sections on steel, coal, and arsenals.
- ◆ Klaus Türk. **Sculptures of Workers: Figures from the Grohmann Museum at Milwaukee School of Engineering, with Additions from Other Collections**. MSOE Pr., 2009. 380 pp.. \$39.95 (Reception site—2005 SIA Annual Conference, Milwaukee). The 630 illustrations (nearly all in color) picture 227 works by 104 artists. There are multiple views of many of the individual sculptures, as well as images of public monuments for which the Grohmann Museum has smaller versions (for instance Constantin Meunier's *Monument of Work* in Brussels). Three-dimensional work is not easy to photograph well, and the excellent color photography by James Kieselburg II greatly enhances the publication.

## ARMS & MUNITIONS

- ◆ Kevin Allen. **Victory Through Technology**. *Timeline*, Vol. 28, No. 4 (Oct.-Dec. 2011), pp. 40-53. History of the VT radio proximity fuse, a secret weapon developed during WWII by the National Defense Research Committee (NDRC), which was fitted into the shells of anti-aircraft guns. Ohio manufacturers, including the Crosley Radio Corporation and the National Carbon Company, assisted with the effort.

- ◆ David W. Dunlap. **A Restoration on the Hudson**. *NY Times* (May 22, 2011), p 9. New effort to stabilize the residence of Francis Bannerman VI, although the nearby Bannerman's Island Arsenal, which once stored surplus military ordnance, continues to crumble. The castle-like arsenal provided isolation for the explosive inventory feeding Bannerman's army-navy surplus store in Manhattan.

## WATER TRANSPORT

- ◆ Deborah Bach. **Ghosts of Seattle's Maritime Past Lie at Bottom of Lake Union**. *Seattle Times* (Apr. 3, 2011). Underwater archeologists working with the Center for Wooden Boats have identified a dozen shipwrecks including old sloops, a cannery tender, a minesweeper (*Gypsy Queen*, 1942), a Navy barge (*Foss 54*, 1908), and a tugboat (*J. E. Boyden*, 1888). The cold water and 40-ft. depths have kept the wrecks in pristine condition.
- ◆ Stuart Ferguson. **Vessel of Indian Culture**. *WSJ* (Aug. 3, 2011). Describes a cache of 101 dugout canoes discovered about 10 years ago submerged at Newnans Lake near Gainesville, Fla. Some canoes were found to be from 500 to 5,000 years old based on radiocarbon dating and are now on display at the Florida Museum of Natural History.
- ◆ Robert W. Passfield [SIA]. **Phips' Amphibious Assault on Canada—1690, Origins, Logistics, and Organization, The Attack and Aftermath, & 'Where Sovereignty Lay'**. Ottawa: By Author/ Amazon.com, 2011. 165pp., \$12.95, ebook Kindle, \$5.95. Comprising narrative history essays produced in support of an archeological excavation of a 17th-c. shipwreck, it traces within a historical context the formation of Sir William Phips' Boston fleet, its attack on Quebec, and the terrible aftermath when unseasonably cold weather, disease, and contrary winds turned one of the Massachusetts Bay Colony's greatest undertakings into a devastating disaster—in a period of political upheaval when Crown and colony were at odds over where sovereignty resided.
- ◆ Diane Tennant. **Ships of Concrete Long Sunk Off the Eastern Shore**. *The Virginian-Pilot* (Oct. 9, 2011). History of the nine concrete-hulled ships built during WWII and after the war scuttled to be a ferry landing at what is now Kiptopeke State Park. Includes brief biographies of the concrete industry professionals for whom each ship was named.

## AUTOMOBILES & HIGHWAYS

- ◆ Georgine Clarsen. **Eat My Dust: Early Women Motorists**. Johns Hopkins Univ. Pr., 2008. 196 pp. \$50. Comparative study of women drivers in America, Britain, and Australia during the 1920s and 1930s. Rev.: *T&C*, Vol. 51, No. 1 (Jan. 2010), pp. 265-66.
- ◆ Shane Hamilton. **Trucking Country: The Road to America's Wal-Mart Economy**. Princeton Univ. Pr., 2008. 305 pp. \$29.95. History of the independent trucking industry from the 1920s to the present. Rev.: *T&C*, Vol. 51, No. 1 (Jan. 2010), pp. 216-19.
- ◆ Cotten Seiler. **Republic of Drivers: A Cultural History of Automobility in America**. Univ. of Chicago Pr., 2008. 230 pp. \$19. Cultural history of the automobile where driving a car and using it for a diverse set of social needs came to be associated with what it means to be modern and free. Rev.: *T&C*, Vol. 51, No. 1 (Jan. 2010), pp. 263-65.
- ◆ Earl Swift. **The Big Roads: The Untold Story of the Engineers, Visionaries, and Trailblazers Who Created the American Superhighways**. Houghton Mifflin, 2011. 375 pp. \$27. This narrative of the federal interstate highway system is built around the biographies of the men central to the highway system's creation: Carl Fisher, who made the Lincoln Highway into

a “real road;” Thomas MacDonald, who devised the proto-national highway system; and Frank Turner, who oversaw implementation of the Interstate program. Rev.: *NY Times Book Review* (July 17, 2011).

## RAILROADS

- ◆ Ian Carter. **British Railway Enthusiasm.** Manchester Univ. Pr., 2008. 316 pp. Unusual sociological study of train spotters, modelers, and preservationists in Great Britain. Carter claims that in the mid-1990s a full ten percent of the population held some significant interest in trains. Rev.: *T&C*, Vol. 51, No. 1 (Jan. 2010), pp. 260-62.
- ◆ Joshua David and Robert Hammond. **High Line: The Inside Story of New York City’s Park in the Sky.** Farrar, Straus and Giroux, 2011. 352 pp., photos. \$29.95. The story of the conversion of the New York Central’s West Side freight line, Manhattan’s only all-freight line, into an elevated park as told by the founders of Friends of the High Line who spearheaded the project.
- ◆ Clifford J. Downey. **Built at Burnside.** *NRHS Bulletin* (Summer 2011), pp. 22-36. History of the Illinois Central’s Burnside Shops (car building and repair) at 95th St. in Chicago, in operation from 1895 to 1971.
- ◆ Frank Kyper. **Narrow Gauge to Boston.** South Platte Pr. 2010. 112 pp. \$24.95. History of the Boston, Revere Beach & Lynn, established in 1874 as a commuter railroad. Rev.: *NRHS Bulletin* (Summer 2011), p. 39.

## ABBREVIATIONS:

EHH	= <i>Engineering History &amp; Heritage</i> (U.K.)
CBT	= <i>Covered Bridge Topics</i> , published by the National Society for the Preservation of Covered Bridges
CG	= <i>Common Ground</i> , published by the National Park Service
CH	= <i>Construction History, Journal of the Construction History Society</i> (U.K.)
CHSA	= Construction History Society of America
I&T	= American Heritage of Invention & Technology
NRHS	= National Ry. Historical Society
T&C	= <i>Technology &amp; Culture</i> , published by the Society for the History of Technology
<i>Timeline</i>	= Published by the Ohio Historical Society, 800 E. 17th Ave., Columbus, OH 43211. Avail. with membership, \$40/yr. or \$14.50 ppd. per issue.
WSJ	= <i>Wall Street Journal</i>

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## English Industrial Heritage at Risk

English Heritage has undertaken what is claimed to be the largest ever research project to assess the condition of one nation’s historic industrial sites. The results of the survey were published in October, with a dismal assessment of the condition and future prospects for the venerable mills, factories, mines, bridges, and ships that in the 18th and 19th centuries made England the world’s leading industrial nation. Among the main risks found by the survey were developers who do not consider industrial heritage an important property asset, depressed real estate markets, limited financing options, the difficulties of paying for maintenance, and the challenges of attracting funding and visitors to industrial heritage museums.

Lead, tin, copper, and coal mines are considered the industrial sites most at risk. Textile mills also make up a large proportion of the at-risk industrial buildings. These are concentrated in Lancashire, Greater Manchester, and West Yorkshire. The remains of 20th-century industries are poorly understood, under-appreciated, and very much at risk. Fewer than half of those surveyed knew when the industrial revolution took place, but on the upside nearly 80 percent agreed with the statement that industrial heritage sites were as important to preserve as castles and estates.

Marilyn Palmer, emeritus professor of industrial archeology at the University of Leicester, contributed to the study, pointing out that England’s public archeologists have largely embraced industrial archeology as one of Britain’s

great contributions to world heritage, but academic archeologists have not similarly embraced the subfield, creating a disconnect between what students are taught and what they encounter in the field. The survey offers many interesting observations, which may have broader applicability to conditions in the U.S. and other parts of the world. Info: [www.english-heritage.org.uk/caring/heritage-at-risk/industrial-heritage-at-risk/](http://www.english-heritage.org.uk/caring/heritage-at-risk/industrial-heritage-at-risk/).



Library of Congress, Stereograph Card Collection

*Interior of a woolen factory, Leicester, England, 1923.*

# HURRICANE IRENE & TROPICAL STORM LEE BATTER NORTHEAST IA

The two storm events that hit the East Coast in late August and early September caused significant damage to the region's IA. Hurricane Irene caused considerable flood damage to parts of upstate New York and Vermont. Less than a week later, the remnants of Tropical Storm Lee brought record flooding to the Susquehanna River Valley of Pennsylvania and New York. Predictably, hardest hit were historic bridges and canals. SIA members have provided the following reports:

**Covered Bridges in Mass., Pa., N.H., N.Y., and Vt.** There is little doubt that the most irreparable damage was to historic covered bridges. Vermont's **Lower Bartonville Covered Bridge** over the Williams River, a Town lattice truss built in 1870, was a total loss. For dramatic video of the collapse, showing the bridge as it appears to melt away, see [www.youtube.com/watch?v=WyO18one8fU](http://www.youtube.com/watch?v=WyO18one8fU). In Schoharie, N.Y., the **Old Bleinheim Covered Bridge** fell into the Schoharie Creek. The Long-truss bridge, built in 1855 by Nichols Powers, had several distinctions, including being the longest single-span covered bridge in the U.S. and a National Historic Landmark. As of the latest count, the storms destroyed five covered bridges and damaged more than thirty in five states. In many cases, local officials responsible for the surviving bridges are reported to be working diligently to make the needed repairs and in a couple of cases have committed to salvaging entire trusses that floated from their abutments.

**Along the Erie Canal.** Flooding along the Mohawk Valley section of the Erie Canal was unprecedented, and damage to locks and water-control structures forced the closing of the **N.Y. State Canal System** between Lock 8 in Scotia and Lock 17 in Little Falls. The closing of the canal trapped a large number of boats. With the political backing of Governor Andrew M. Cuomo, the N.Y. State Canal Corp. swung

into high gear and made amazing efforts including installation of a temporary modular lock to re-open the canal for two weeks in late November and early December so that vessels with no reasonable alternatives could return to their home ports before the canal closed for the winter.

**Paterson, N.J.** The S.U.M. Raceway system suffered a breach in the **Middle Raceway**, placing the three-level historic power canal out of order until repairs can be made. Although some neighborhoods of the city were severely impacted, effects of flooding on the historic mills in the S.U.M./Great Falls National Historic Landmark were limited.

**New York City Historic Ships.** Many of the city's historic ships went up the Hudson to Kingston to ride out the storm. These included the *W.O. Decker* and *Lettie G. Howard* of Seaport Museum New York (formerly South Street Seaport Museum) and the fireboat *John J. Harvey*. Other historic ships, which are not operable, including the lighthouse tender *Lilac*, lightship *Frying Pan*, former oil tanker *Mary Whalen*, and the railroad barge *Lehigh Valley 79*, which are not operable, remained in the city but suffered no damage, in large part thanks to crews and volunteers who added extra lines and monitored the ships closely. One ship that did not come through unscathed is the former steam-powered ferry *Binghamton* in Edgewater, N.J. The future of the 231-ft. ferry, built in 1905, was already in doubt since the closing of her floating restaurant in 2007. Following the storms, the ferry was observed to have partially collapsed about mid-ships and settled to the shallow bottom.

The devastation caused by the storms is a reminder of the importance of disaster preparedness for all of those who care about historic sites. A good checklist can be found at [www.preservationnation.org/resources/technical-assistance/disaster-recovery/](http://www.preservationnation.org/resources/technical-assistance/disaster-recovery/). ■



Steel uprights at Lock 11 on the N.Y. State Barge Canal were forced out of position by rushing water and debris.



Flooding related to Hurricane Irene and Tropical Storm Lee destroyed the Old Bleinheim Covered Bridge.

Erie Canalway

HAER NY-331 (2004)

# ASCE recognizes volunteer work on Minnesota's oldest bridge

The American Society of Civil Engineers (ASCE) has awarded the 2011 History & Heritage Citation to its Minnesota Section, History & Heritage Committee, for volunteer work in stabilizing the Stillwater stone-arch bridge, Minnesota's oldest bridge, which was facing ongoing deterioration. Lacking funds, the Committee assembled engineers, historians, a master mason, and an architect, who all donated their services and solicited construction materials.

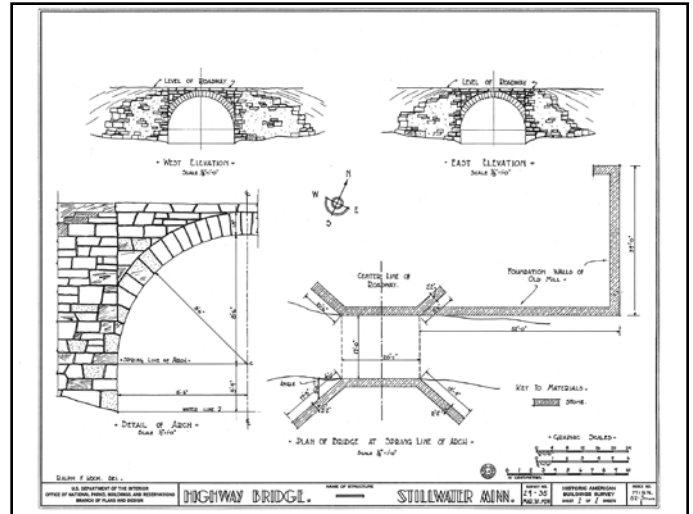
Crossing a trout stream near Stillwater, the single-span stone arch was built in the late 1850s or early 1860s for the Point Douglas-St. Louis River Road, an early military road. The Historic American Buildings Survey documented the bridge in 1934, and it was listed on the National Register in 1970s. A nearby highway replaced the original road long ago, and the structure is now on private property, adjacent to an abandoned rail line soon to become a state trail.

In planning meetings, the structural engineers and students worked with the historians and others to assess the bridge's needs, design a stabilization approach, secure necessary permits, gather materials and a skid-steer loader, and complete the work on a June weekend.

They used a concrete mat to secure a membrane over the arch to prevent water infiltration, stabilized embankments, and installed stone at the springlines to minimize additional deterioration in the barrel. Donated materials included concrete mats from a precaster and geotech materials (membrane, drainage tile, geoweb, and anchors).

The ASCE Citation was presented during a President's and Governors' Forum in September at the ASCE HQ in Reston, Va. Robert Frame [SIA] was the project historian. Additional project info available from ASCE Minnesota History & Heritage Committee Chair Steve Olson, Olson & Nesvold Engineers (952-767-2664 or [Steve.Olson@one-mn.com](mailto:Steve.Olson@one-mn.com)).

Robert Frame



HABS, Library of Congress.

Minnesota's oldest bridge was documented by measured drawings by HABS in 1934.



Robert Frame

ASCE volunteers donated services and materials to the stabilization of the Stillwater stone-arch bridge.



HABS, Library of Congress.

The bridge as it appeared in 1934.



Robert Frame

The team at work on the Stillwater stone-arch bridge.

## HISTORIC BRIDGE NEWS

The historic **Bridgeport Bridge** at Wheeling Island, W.Va., over the back channel of the Ohio River, was demolished in September. The three-span, 685-ft.-long, Parker pin-connected through-truss bridge was built in 1893 by the Wrought Iron Bridge Co. of Canton, Ohio. The bridge was noteworthy on several counts, including being both an excellent example of a late-19th-century highway truss bridge by a noted fabricator and a bridge that historically carried the National Road, the same road carried by the Wheeling Suspension Bridge, located over the Ohio's main channel on the opposite side of the island. The bridge's portal towers were particularly ornate, featuring steeple-like, sheet-metal finials. The bridge had been bypassed by a new highway bridge carrying U.S. 40 about 20 years ago, and at that time the

WVDOT concurred in the bridge being eligible to the National Register of Historic Places and made a commitment to maintaining in place the bypassed historic bridge. Funding for basic maintenance, let alone rehabilitation, was never forthcoming, however, and WVDOT eventually determined that the bridge was unsafe and required demolition.

In July 2003, a tornado destroyed 11 of 20 spans of the **Kinzua Viaduct** near Mt. Jewett, Pa. In 2005, the Pennsylvania Dept. of Conservation & Natural Resources announced an ambitious project to build an interpretive center and rehabilitate the remaining spans in an attempt to revitalize the Kinzua Bridge State Park (SIAN Fall 2005). These plans are now coming to fruition. In September, a ribbon-cutting ceremony was held for the new pedestrian walkway that uses the remaining stub of the viaduct to support an observation tower. The walkway has a glass platform designed to give breathtaking views of the valley floor nearly 300 ft. below. The Kinzua Viaduct was built in 1882, and at the time was believed to be the highest railroad bridge in the world as measured from the valley floor to the roadbed.

The **Kinsol Trestle** over the Koksilah River in the Cowichan Valley of British Columbia re-opened as a pedestrian bridge in July after a \$7.2 million restoration. The 187-m-long timber trestle is Canada's tallest timber trestle bridge at 44 m high. It was built circa 1929 by the Canadian National Ry. to link Victoria and Nootka Sound and was used mainly for the transport of lumber. The last train crossed the bridge in 1979. More than 288,000 board feet of new timber were used in reconstructing the bridge, most of it second-growth Douglas fir and cypress from the nearby forest. The bridge now forms a link in the Trans-Canada hiking trail.—*The Province* (July 29, 2011) ■



HAER WV-25

*The Bridgeport Bridge, demolished Sept. 2011.*

## 2012 SIA Grants

The SIA has sponsored a modest program of **Industrial Heritage Preservation (IHP) Grants** for the last several years. In 2011, the SIA awarded three grants, which were announced at the Annual Business Meeting in Seattle in June (SIAN, Summer 2011). For 2012, SIA anticipates awarding a similar number of grants with the potential for a modest increase and encourages applications for the 2012 grant cycle.

Grants range from \$1,000 to \$3,000 for the study, documentation, recordation, or preservation of significant historic industrial sites, structures, and objects. Funds may be used for a range of projects including, but not limited to: increasing public awareness of preservation efforts, photography, videography, preparing inventories and develop-

ing measured drawings of extant significant industrial sites, structures, maritime facilities, and industrial artifacts. Grant recipients must agree to prepare a written summary of their project suitable for publication in either the *SIA Newsletter* and/or *IA*, the SIA's scholarly journal.

Grants are open to qualified individuals, independent scholars, nonprofit organizations, and academic institutions. Organizations are preferred over individuals. Substantial participation from state, county, or local history organizations is encouraged, although such groups do not necessarily need to be a sponsoring agency.

The deadline for submission of proposals is by March 1. For application guidelines and more info: [www.sia-web.org/grants/about.html](http://www.sia-web.org/grants/about.html).

## SITES & STRUCTURES

**Sloss Furnaces** (tour site—1999 SIA Fall Tour, Birmingham, Ala.) has begun construction on a new \$10 million visitor center. The 16,000-sq.-ft. center will have 12,000 sq. ft. of exhibit space and 4,000 sq. ft. for administrative and support space. Funding is being provided by the Sloss Furnaces Foundation and City of Birmingham. The center is being built in the southwest corner of the site, an area rarely visited by the public but which features some of the most dramatic views of the furnaces. It will require a new entrance and more parking, but will provide badly needed indoor space.—*Birmingham News* (Sept. 4, 2011)

The City of Alexandria, Va., and GenOn Energy have announced the retirement of the **Potomac River Generating Station** (tour site—2001 SIA Annual Conference, Washington, D.C.). The coal-fired station was brought on line in October 1949 and will close no later than October 2012. It reached its full 482-MW capacity in 1957 with the installation of the fifth of its GE turbine generators. At-grade railroad crossings and air pollution have been a concern of the local community.—*City of Alexandria Press Release* (Aug. 30, 2011)

The California Dept. of Transportation, District 4, received an award from the Art Deco Society of California for its project to rehabilitate the **Posey Tube**, a tunnel connecting Oakland's East Bay and Alameda. The tunnel was completed in 1928, and its ventilation house was designed by architect Henry Haight Meyers in consultation with prominent tunnel engineer Ole Singstad, who designed a similar pioneering mechanical ventilation system for New York's 1927 Holland Tunnel.—*CalTrans Newsletter* (July 2011)

Fire destroyed the **Swift Mill** in Columbus, Ga., on Nov. 5. The textile mill, built in 1883 by William A. Swift and G. Mote Williams, was noted in Columbus's industrial history as the city's first large steam-driven mill; earlier mills relied on the Chattahoochee for waterpower. For most of the 20th century, the Swift Mill supplied cotton denim to blue-jeans makers. Swift Denim ceased operations in 2006. The fire follows a pattern of major mill fires that have taken a toll of Columbus's venerable textile heritage. Also lost have been the Bibb Mill, which succumbed to fire in Oct. 2008, and the Jordan Mill, which burned six years ago.—*Columbus Ledger* (Nov. 6 & 8, 2011)

The project to convert **Philadelphia's Reading Viaduct** into an urban park, *a la* New York City's High Line (*SIAN* Spring-Summer 2004), has been gaining momentum and community support. The viaduct is an elevated structure traversing the northern boundaries of Center City, offering spectacular views of the city skyline. According to the Reading Viaduct Project, a community-based advocacy group, the creatively remediated viaduct could provide many benefits to the city by spurring neighborhood revitalization and by providing a unique recreational space. Planned and planted as a park, the space could also have environmental and health benefits—enhancing air quality, reducing storm water runoff, and providing a home for urban wildlife. The viaduct was opened in 1893 by the Philadelphia & Reading Terminal RR as the grade-separated approach to the Reading Terminal. Trains ceased to use the viaduct in 1992. Info: [www.readingviaduct.org](http://www.readingviaduct.org).

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## IA EXHIBITS

**All Aboard: Railroads in New Jersey, 1812-1930** is an exhibition at the Rutgers University Libraries, New Brunswick, N.J. The exhibition, which will be on display at the Special Collections and University Archives Gallery until January 6, 2012, features rare broadsides, pamphlets, and images documenting the history of railroads in the Garden State from Rutgers University Libraries' collections. Lorette Treese, author of *Railroads of New Jersey* (2006) spoke at the exhibition opening in early November. Info: [www.libraries.rutgers.edu/rul/news/11/09\\_nj\\_railroads.shtml](http://www.libraries.rutgers.edu/rul/news/11/09_nj_railroads.shtml).

**The Greatest Grid: The Master Plan for Manhattan, 1811-2011** will be on display at the Museum of the City of New York through April 15, 2012. The exhibition celebrates the bicentennial of the plan, bringing together for the first time some 225 photographs, maps, documents, and artifacts that illustrate the planning, implementation, and influence of Manhattan's iconic grid system. Featured prom-

inently is the work of John Randel, Jr., who measured the island and laid out the grid with obsessive care from 1811 to 1817. A companion book of the same title accompanies the exhibit. Info: [www.mcny.org/exhibitions/future/The-Greatest-Grid.html](http://www.mcny.org/exhibitions/future/The-Greatest-Grid.html).

A major new museum, **The Riverside Museum: Scotland's Museums of Transport and Travel**, is now open. Glasgow's old Museum of Transport has relocated to a spectacular new glass-plate sided waterfront building designed by internationally renowned architect Zaha Hadid. Dynamic exhibits display Glasgow's rich industrial heritage, which stems from its location on the River Clyde. Few cities have had such a profound impact upon transport and technology as Glasgow. The museum has more than 3,000 objects on display, including four locomotives, three trams, two subway cars, and a tall ship. Info: [www.glasgowlife.org.uk/museums/our-museums/riverside-museum](http://www.glasgowlife.org.uk/museums/our-museums/riverside-museum). ■



## CHAPTER NEWS

**Northern Ohio.** On Nov. 10, 19 members gathered for a buffet lunch followed by a tour of Bettcher Industries, Inc. in Birmingham, Ohio, the world's leading meat trimming equipment manufacturer. Larry Bettcher welcomed the group and gave a brief history of the company. Bettcher Industries, Inc. was originally founded in 1944 by Louis A. Bettcher, under the name of Bettcher Dieweld Co., in what was then Cleveland's stockyards district. Local meat companies such as Swift and Company found it nearly impossible during the war to purchase new equipment and called on Bettcher Dieweld to keep their old machinery running by repairing it. This exposure to the machinery needs of meat producers stimulated Bettcher's fertile imagination, resulting in the invention of numerous specialized meat-cutting machines. One of the first was the Bettcher Carcass Splitter, the first efficient band saw splitter ever manufactured. The firm moved to Vermilion in 1958 and to Birmingham in 1971, where, in keeping with its rural setting, it occupies a factory designed to look like a barn. There, among other products, the company manufactures Whizard trimmers, AirShirz poultry scissors, and Optimax automatic batter breasting machines for the food service industry. The tour concluded with a visit to the corporate offices, where a small museum displays Larry Bettcher's collection of historic farm equipment, featuring Plymouth Silver King tractors. Thanks go to chapter member David K. Ford, Larry Bettcher's duck-hunting buddy, for arranging our visit. More info: *Bettcher.com*.—*Nancy Hachtel*

**Oliver Evans** (Greater Philadelphia) on Sept. 16 toured the Langhorne (Pa.) Carpet Co., one of the country's last makers of woven, wool-yarn, Wilton-style carpets using jacquard looms. The chapter had a guided tour of the Simeone Foundation Automotive Museum on Sept. 25. The museum has more than 60 racing cars, displayed in dioramas that represent the famous venues where they actually competed. These displays illustrate the development of sports car road racing, here in the U.S. and internationally. On Oct. 24, the chapter welcomed Laura M. Spina, a senior planner with the Philadelphia City Planning Commission, to discuss the city's new 25-year comprehensive plan and to discuss how industrial heritage provides a foundation for future growth. On Nov. 7, historian John L. Busch gave a presentation on his new book, *Steam Coffin*, about the steamship *S.S. Savannah* and Captain Moses Rogers, who piloted the ship in 1819 on the first steam-powered crossing of the Atlantic.

**Roebing** (Greater N.Y.-N.J.) held its annual corn roast at the home of Mary Habstritt and Gerry Weinstein in Croton-on-Hudson, N.Y. on Sept. 10. The event was held in the Engineerium with its display of various engines. Members toured the Webb Institute in Glen Cove, N.Y. on Sept. 24 to learn about the institute's collection of historic ship prints and models. Historian John L. Busch gave a slide



Stephen Tichenal

*Bettcher collection of historic farm equipment at the meat-trimming equipment company's offices and factory in Birmingham, Ohio.*

show on the *S.S. Savannah*. The chapter held the Great Falls Symposium on Nov. 5 in Paterson, N.J. In addition to a full slate of IA papers, Clifford Zink [SIA] was honored with the John Augustus Roebing Award for career achievement in the field of IA.

**Samuel Knight** (Northern Calif.) held an all-day tour of Oakland food industries on Sept. 7, visiting Hodo Soy Beanery (tofu products), California Cereal Products (cereal and rice flour), Blue Bottle Coffee, Numi Tea, Veronica Foods (olive oil), Dreisbach Inc. (cold storage), Premier Organics (nut butters), and Linden Street Brewery. Info: <http://knightsia.org>.

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



## NOTES & QUERIES

The **Heritage Documentation Programs** (Historic American Buildings Survey/Historic American Engineering Record/ Historic American Landscapes Survey) of the National Park Service are now using social media to better communicate with friends, alumni, project sponsors, and others interested in the work of recording America's architectural, engineering, and landscape heritage through measured drawings, written historical reports, and large-format photography. For timely updates on summer jobs for students, current documentation projects, transmittals to the Library of Congress, keeping up with HDP staff and alumni, and other news and updates, you are invited to become a Facebook friend of HABS/HAER/HALS. The Facebook page can be found at [www.Facebook.com/HeritageDocumentationPrograms](http://www.Facebook.com/HeritageDocumentationPrograms).

Minnesota's **2011 Ten Most Endangered List** includes four IA sites. Industrial sites are often found at the fringes of the mainstream of the historic preservation movement, so this in itself is noteworthy and an indication of the growing interest in industrial heritage. The most significant of the sites on the list is the **Pillsbury A Mill** (tour site—1983 SIA Annual Conference, Minneapolis). The flour mill, which when completed in 1881 was the largest and most advanced in the world, is a National Historic Landmark that until recently appeared to have a bright future as part of a creative redevelopment plan for St. Anthony Falls. Financing fell through last year, and now the future of the complex is in question. Other IA sites on the list are the dredge *William A. Thompson*, the Mitchell Yards of the Duluth Missabe & Northern RR in Hibbing (combined with other entities in 1937-38 to form the Duluth, Missabe & Iron Range), and the Jackson Street Water Tower in Elk River.



The cupola furnace at the Appomattox Iron Works, Petersburg, Va.

HAER VA-25 (1974)

The **Library of Virginia** has processed the following IA-related items into its collection: Records of **Graves Mill**, a gristmill located in Madison County and operated by Thomas Graves (1733-1810) and his sons, including account books, bonds, correspondence, ledgers, and other items; records of the **Appomattox Iron Works & Supply Co.** (Petersburg), dating from 1834 to 1991, including photographs, financial records, and diaries of the company founder, Esek Steere; records of the **Edwards Chevrolet Co.** (Wise County), including correspondence and financial records of the dealership from 1927 to 1954. Info: [www.lva.virginia.gov](http://www.lva.virginia.gov). ■

## IA ON THE WEB

**Condit Dam** (<http://whitesalmontimelapse.wordpress.com>). Video and time-lapse photography document the demolition of the Condit hydroelectric dam on the White Salmon River in Washington to restore the river to salmon spawning. The concrete dam was built in 1912 and was documented by HAER prior to demolition. An interesting feature is the massive wood-stave penstock measuring 13.5 ft. diameter for a distance of 5,100 ft., reputed to be the largest pipe of its kind when built.

**Delaware's Industrial Brandywine** ([www.industrialbrandywine.org](http://www.industrialbrandywine.org)). The on-line guide identifies and explores 112 companies and 16 industries that operated on the Brandywine River from the 17th century to the present. Funded by the Delaware Humanities Forum.

**Grabill Photo Collection** ([www.loc.gov/pictures/collection/grabill](http://www.loc.gov/pictures/collection/grabill)). Between 1887 and 1892, John C.H. Grabill sent 188

photographs to the Library of Congress for copyright protection. Most of his work is centered on Deadwood, S.D., in the late 1880s and 1890s. He is most often cited for his photographs in the aftermath of the Wounded Knee massacre, but toward the end of this collection are interesting photos of mining and logging.

**Historic Brunswick Seaport** ([www.historicbrunswickseaport.org](http://www.historicbrunswickseaport.org)). Although this website is still under development, it provides information on efforts to recognize the colonial Georgia port's history, including a recent 240th anniversary celebration.

**Living Root Bridges of India** (<http://rootbridges.blogspot.com>). In northeastern India, one of the wettest places on earth, river crossings are made by training the living roots of the *ficus elastica* tree to form footbridges. Website features some amazing photos.

(continued on page 19)

## WORKSHOPS & CONFERENCES

The 3rd Annual Iron & Steel Preservation Conference (ISPC) will be held at Lansing (Mich.) Community College (LCC), March 5-6, 2012. This is the only event of its kind, drawing a national audience of engineers, historic preservationists, craftsmen, contractors, blacksmiths and others interested in the restoration of historic metalwork and iron structures. LCC has long been recognized as leader in industrial arts training and has more recently emerged as a leader in historic preservation with a focus on historic metal structures. The first day will feature lectures by experts, and the second will feature demonstrations and hands-on experiences with skilled craftsmen making use of the college's state-of-the-art metalworking shops. Scheduled are presentations on the history and restoration of Phoenix columns (wrought-iron, tubular structural sections fabricated by the Phoenix Iron Co. from the late 1860s to 1890s); rehabilitation of three historic metal-truss bridges for use on the park trail system of Portland, Mich.; and how making bridge maintenance a top priority is a fiscally sound strategy for county and municipal engineers struggling to make ends meet with budget constraints. The conference is intended to provide a better understanding of the modern and historic industrial tools and processes that can be used in the preservation of metals—and to share this knowledge more

widely. Scholarships and travel stipends are available to full-time students in engineering and historic preservation. Info: [www.lcc.edu/manufacturing/welding/ISPCConference](http://www.lcc.edu/manufacturing/welding/ISPCConference).

**Preserving the Historic Road, Indianapolis, Ind., Sept. 20-23, 2012. Call for Papers.** Preserving the Historic Road is the leading conference dedicated to the identification, preservation, and management of historic roads. Indianapolis is a fitting city to play host to the conference. It was home of highway visionary Carl Fisher, the city boasts the world-famous Speedway as well as the more leisurely 1908 Boulevard Plan by George Kessler, and can be reached via one of America's fabled historic roads: the National Road, the Michigan Road, or the Lincoln Highway, which made the Hoosier State the "Crossroads of America." Interested professionals, academics, and advocates are encouraged to submit paper-proposal abstracts for review. International submissions—in English—are welcome. Abstracts must be received by midnight, Jan. 31. Info: [www.historicroads.org](http://www.historicroads.org).

**Re/theorization of Heritage, Inaugural Conference, Gothenburg, Sweden, June 5-8, 2012.** This major international conference seeks to bring together professionals from a variety of fields, including heritage studies, museum studies, public history, tourism, planning, geography, and conservation. The goal is to address the interdisciplinary nature and conceptualization of the field of heritage studies, and integrate this discussion into cutting edge research. Info: <http://heritagestudies.org/conferences.shtml>. ■

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### IA ON THE WEB (continued from page 18)

**North Carolina Architects & Builders** (<http://ncarchitects.lib.ncsu.edu>). This biographical dictionary highlights architects and builders who have worked in North Carolina from the 18th century to the present. A brief biography plus a building list traces each individual's work, searchable through an index.

**Union Labels** ([iaarchives.nysed.gov/Gallery/gallery.jsp?id=73](http://iaarchives.nysed.gov/Gallery/gallery.jsp?id=73)). The New York State Archives has posted a sampling of labels from their collection. In 1889, the state passed a law offering unions the opportunity to register their labels as a way of recognizing organized labor. The on-line exhibit features labels that were registered with the Secretary of State from 1901 to 1942.

**USGS: Historical Topographic Map Collection** (<http://nationalmap.gov/historical/>). The USGS is converting to electronic format more than 125 years of printed topographic maps from its Reston Map Collection. About 90,000 of the more than 200,000 maps in the collection are now searchable and available on-line.

"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). ■

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### SITES & STRUCTURES (continued from page 16)

The Schlitz Brewhouse (tour site—2005 SIA Annual Conference, Milwaukee) has been slated for demolition, according to the developer of the site and local preservationists. The Schlitz Brewery complex, located in the heart of downtown, has been closed since 1982. Over the past 30 years a large part of the complex, now known as Schlitz Park, has been successfully redeveloped as office space, but the six-story, Romanesque Revival-style brewhouse, in many ways the most architecturally complex and central of the buildings, has proven very difficult to adaptively re-use. The flooring system has been analyzed as not strong enough to meet code for offices, the steel-truss roof system is distressed, and more than \$4 million in repairs has failed to halt the inevitable deterioration associated with a vacant building. In recent months, staff from the state historic preservation office met with the developer and indicated that demolition of the brewhouse will not impact the National Register eligibility of the remainder of the complex, which would have had implications for preservation tax credits. ■

# **SOCIETY FOR INDUSTRIAL ARCHEOLOGY**

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## CALENDAR

### 2012

**Jan. 30: SIA CALL FOR NOMINATIONS OF OFFICERS DEADLINE.** See article in this issue. Info: Rachael Greenlee; [rhfctr@gmail.com](mailto:rhfctr@gmail.com).

**Mar. 1: SIA INDUSTRIAL HERITAGE PRESERVATION GRANTS, DEADLINE FOR APPLICATIONS.** See article in this issue. Info: [www.sia-web.org/grants/about.html](http://www.sia-web.org/grants/about.html).

**Mar. 5-6: Iron & Steel Preservation Conference, Lansing, Mich.** Paper sessions and hands-on demonstrations of historic fabrication and repair techniques. See article in this issue. Info: [www.lcc.edu/manufacturing/welding/ISPCConference](http://www.lcc.edu/manufacturing/welding/ISPCConference).

**Mar. 16-18: Ephemera Society of America Annual Conference, Old Greenwich, Conn.** Info: [www.ephemerasociety.org](http://www.ephemerasociety.org).

**Mar. 28-31: American Society for Environmental History, Madison, Wis.** Info: <http://aseh.net>.

**Mar. 29-31: Business History Conference Annual Meeting, Philadelphia, Pa.** Info: [BHC2012@hagley.org](mailto:BHC2012@hagley.org) or Carol Lockman, (302) 628-2400, ext. 243.

**Mar. 31: PAPER PROPOSALS DUE FOR SIA ANNUAL CONFERENCE, CINCINNATI, OHIO.** See article in this issue. Info: Justin Spivey, [secretary@siahq.org](mailto:secretary@siahq.org).

**Mar. 31: SIA STUDENT TRAVEL SCHOLARSHIPS, DEADLINE FOR APPLICATIONS.** See article in this issue. Info: Patrick Harshbarger, [phsianews@aol.com](mailto:phsianews@aol.com).

**Apr. 14: Material Culture Symposium for Emerging Scholars, Winterthur Museum, Wilmington, Del.** Object-based research expanding the current scholarship of the history of architecture, design, technology and other subjects. Info: [www.udel.edu/materialculture/emerging\\_scholars.html](http://www.udel.edu/materialculture/emerging_scholars.html).

**Apr. 18-22: Society of Architectural Historians Annual Meeting, Detroit, Mich.** Info: [www.sah.org](http://www.sah.org).

**Apr. 19-22: National Council on Public History Annual Conference, Milwaukee, Wis.** Info: [www.ncph.org](http://www.ncph.org).

**Apr. 22-28: SIA STUDY TOUR, MALTA.** Info: [sia-events@siahq.org](mailto:sia-events@siahq.org).

**May 16-19: Early American Industries Assn. Annual Meeting, Solomons Island, Md.** Info: [www.eaiainfo.org](http://www.eaiainfo.org).

**May 31-June 3: SIA 41st ANNUAL CONFERENCE, CINCINNATI, OHIO.** See article in this issue. Info: [www.sia-web.org](http://www.sia-web.org).

**June 5-8: Re/theorization of Heritage, Inaugural Conference, Gothenburg, Sweden.** See article in this issue. Info: <http://heritagestudies.org/conferences.shtml>.

**June 6-10: Vernacular Architecture Forum Annual Meeting, Madison, Wis.** Info: [www.vernaculararchitectureforum.org](http://www.vernaculararchitectureforum.org).

**June 7-10: Mining History Assn. Annual Conference, Prescott, Ariz.** Info: [www.mininghistoryassociation.org](http://www.mininghistoryassociation.org).

**June 18-24: National Railway Historical Society Annual Convention, Cedar Rapids, Iowa.** Info: [www.nrhs.com](http://www.nrhs.com).

**July 3-7: 4th International Congress on Construction History, Paris, France.** Info: [www.icch-paris2012.fr](http://www.icch-paris2012.fr).

**Aug. 10-16: The Assn. for Industrial Archaeology Annual Conference, Chelmsford, Essex, England.** Info: [www.industrial-archaeology.org](http://www.industrial-archaeology.org).

**Oct. 18-21: SIA FALL TOUR, UTICA, N.Y.** Tours of industrial sites in the Mohawk Valley and the Adirondacks. Info: [www.sia-web.org](http://www.sia-web.org). ■