



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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IA IN ART: *BORGLUM FOUNTAIN HONORING SEWING MACHINE MANUFACTURER RESTORED*

The city of Bridgeport, Conn., recently completed restoration of a Gutzon Borglum-designed fountain honoring Nathaniel Wheeler (1820-1893), partner in the Wheeler & Wilson Manufacturing Company. Commissioned by Wheeler's family as a gift to the city after his death, the fountain was completed by Borglum in 1912. Located at the intersection

of Fairfield and Park avenues on the edge of the central business district, the fountain had been neglected and in disrepair for years and was partially damaged when a car hit it in February 2008. The restoration, completed in 2010, cost \$220,000 and included concrete, electrical, and plumbing work. Also included were installation of bronze-colored hitching posts to replace original posts removed sometime in the past and placement of bollards to protect the fountain from vehicular damage.

As documented by the National Register of Historic Places, the fountain includes three granite bowls laid out in a triangular formation surrounding a larger center bowl with a 15-ft.-tall bronze mermaid as the focal point. In her right hand, the mermaid holds a raised light globe. The left hand holds a baby mermaid to her breast, with the child facing upward, its back against the mermaid's body. Two dolphins near the mermaid's tail complement the base of the sculpture. On the rim of the polished granite center bowl, the faces of four children are sculpted in high relief. The fountain water is discharged from the mouths of these children, as if playfully blowing bubbles toward the central figure. Each of three granite bowls surrounding the center bowl presents a different sculpted image. On the northwest corner, a mother seal accompanied by two pups is carved in high relief. Three seahorses are present on the northeast

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Andy Rose

Restored Borglum-designed Wheeler Memorial Fountain, Bridgeport, Conn.

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bowl, while the south bowl includes the bust of a child with outstretched arms along the rim. The replacement hitching whimsically represent tortoises and fish.

The fountain was a mid-career work of prominent American sculptor Gutzon Borglum (1867-1941), best known for his work on Mount Rushmore. At the time of the commission, Borglum's home and studio were in nearby Stamford. The fountain's design appears to have had a very personal significance to Borglum. The baby held by the mermaid was modeled after his son, Lincoln, who was baptized in the fountain in 1913.

The fountain is a memorial to Nathaniel Wheeler, a prominent citizen of Bridgeport and a leading industrialist with a worldwide reputation. Wheeler and Allen B. Wilson established Wheeler & Wilson, an early leader in the manufacture of sewing machines, in Watertown, Conn., in 1853. While Wilson provided the technical expertise by contributing four major inventions, Wheeler provided the business skills that resulted in early success. Wheeler was

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; Website: 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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Scientific American

Punching the needle eyes at Wheeler & Wilson Manufacturing around 1889.

instrumental in forming the Sewing Machine Combination in 1856, through which the four leading sewing machine manufacturers—Howe, Singer, Wheeler & Wilson, and Grover & Baker—formed the first patent pool in U.S. history. The patented inventions of each of the firms were shared among the members, with appropriate license fees paid per machine produced. This allowed the sewing machine industry to grow without the burden of constant litigation over patent infringement. Coincident with the patent pool, Wheeler & Wilson moved the company from Watertown to Bridgeport, beginning production there in 1857 and leading the industry in sales until 1867.

Wheeler & Wilson's manufacturing processes were initially a melding of the European method of fabricating and fitting up pieces individually by hand and the newer American system where special machine tools were developed to rapidly produce parts of a consistent quality. Wheeler saw the potential expansion of the industry in rapidly increasing consumer demand, and hired key people to transition the company toward mass production. Among them were machinists who had gained experience working at the Springfield Armory and in Samuel Colt's Hartford Armory. The production of arms for the U.S. government at these armories led to the development of the American system of manufacturing using machine tools and producing weapons with interchangeable parts. This critical transfer-

43rd SIA Annual Conference Portland, Maine—May 15–18, 2014

All current SIA members will soon be receiving registration materials for the 2014 Annual Conference. Portland's architecture and personality make it a wonderful venue for the SIA. The downtown area, where most of our activities and the meeting will be held, is essentially a peninsula with a ridge running through the center. To the east down the ridge is Portland's commercial district and the working waterfront; to the west is the arts district. Everything is within walking distance, and some cobblestone streets remain. The result is a quaint New England city, yet with the edginess of the working waterfront always nearby. Today, people come to Portland for its "foodie" culture—usually based on seafood—and for its microbreweries. Wander along the working waterfront to view the fishermen and their vessels, the wharfs, and the seafood processors and wholesalers. The hotel will be the Holiday Inn Portland—By the Bay. To reserve a preferential rate, call (207) 775-2311 or (800) 345-5050 and indicate SIA when making reservations.



Wharf Scene, Portland, Maine, 1936.

Library of Congress/U.S. Resettlement Administration

The conference organizers are putting the final touches on the paper sessions and the process tour itineraries, and we're looking forward to exploring the region's industrial heritage from Portsmouth to Bath, with a strong emphasis on maritime subjects and many examples of small-scale specialty manufacturing. So, look to your registration materials for more information, and register early to be

sure of being on the tours of your choice.

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 offset some of the expenses of attending annual conferences. To apply, send a letter of interest demonstrating a commitment to IA and a letter of reference to Patrick Harshbarger, SIA Scholarships, 305 Rodman Rd., Wilmington, DE 19809; phsianews@aol.co. **Deadline for applications is Mar. 31, 2014.**

ence of the American system from the public sector to the private moved Wheeler & Wilson's factory from producing each sewing machine individually to mass production of machines with interchangeable parts.

Wheeler & Wilson's main competitor throughout the second half of the 19th century was Singer. While Wheeler & Wilson quickly adapted to the American system of manufacturing, Singer was slower to embrace the newer process and continued using the slower European method. Singer, however, built a better marketing and distribution system, including developing international markets and offering payment plans to finance consumers' purchases. Singer's growth and dominance kept its products at the top of the industry until Singer finally acquired Wheeler & Wilson in 1905. Singer continued manufacturing a number of popular Wheeler & Wilson models in Bridgeport, eventually constructing a new factory there in 1907 that operated until the middle of the 20th century.

In addition to his achievements in industry, Wheeler was also active in politics, serving as a state senator and on the commission for the building of the state capitol in Hartford. He served on boards of several local banks, the local board of trade, the New York, New Haven & Hartford Railroad, and the board of education. The recently restored fountain

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Restored Borglum-designed Wheeler Memorial Fountain, Bridgeport, Conn.

Andy Rose



Wheeler & Wilson Manufacturing Co. around 1890.

Library of Congress

SOUTHERN INDIANA

SIA 2014 Fall Tour • Oct. 5–8, 2014

The 2014 SIA Fall Tour visits Southern Indiana, Oct. 5-8. As you get out your calendars to save the date, note that this year the Fall Tour is Sunday through Wednesday. This gives SIA a better opportunity to visit operating sites. The base for this year's tour will be the Clifty Inn located in Clifty Falls State Park about five miles west of Madison. The inn's dining room overlooks the Ohio River as do many of the rooms. Of IA interest, some of the rooms also have a great view of the Clifty Creek Power Plant's stacks.

The SIA last visited Madison 20 years ago for its 1994 Fall Tour. We will have an opportunity to see the amazing progress that has been made in restoring the Schroeder Saddletree Factory, most of the sites, however, will be new to SIA members. Especially exciting will be opportunities to visit Cummins Diesel in Columbus, Ind., a world-class producer of engines.

Madison was incorporated in 1809 and sits on the Ohio River. It was one of Indiana's leading manufacturing and commercial centers prior to the Civil War. Its 130-block National Historic Landmark District is one of the best preserved and the largest of its kind in the U.S. Downtown is very walkable and contains an amazing collection of architectural gems, including a vibrant Main Street. The Fall Tour's Sunday afternoon opening schedule includes a tour of downtown Madison, a reception at the Shrewsbury-Windle House (an individually listed National Historic Landmark), and dinner at an area restaurant.

Two alternating bus tours will be offered on Monday and Tuesday, so that all participants will have an opportunity to visit the same great sites. One bus tour will visit sites in and around Madison including the award-winning Schroeder Saddletree Factory restoration, the new Madison-Milton Bridge, and other industrial sites in Southeastern Indiana and Northern Kentucky. The second will travel to Columbus and Seymour, north of Madison, for Cummins Diesel and Seymour Manufacturing, the latter a firm that has been making lawn and garden tools since the 1870s.



Historic Madison, Inc.

Schroeder Saddletree Factory.

Wednesday will offer some alternates. Some may wish to spend more time in the Madison area. Others may wish to travel back to Columbus to spend time touring the world-recognized architecture in that city. Others may wish to explore other regional areas. Plans are also underway for a full-day up river tour which may explore more of southeastern Indiana including a triple-intersection Pratt truss bridge over Laughery Creek and other historic and active industrial sites along the river.

Madison is not well-served by public transportation. Most tour participants will need to plan to have access to a car. Airports in Cincinnati, Louisville, and Indianapolis are one to two hours driving time from Madison. Registration will be limited to accommodate tour sites, so register early. Materials will be sent to all members by U.S. mail and e-mail in mid-summer.

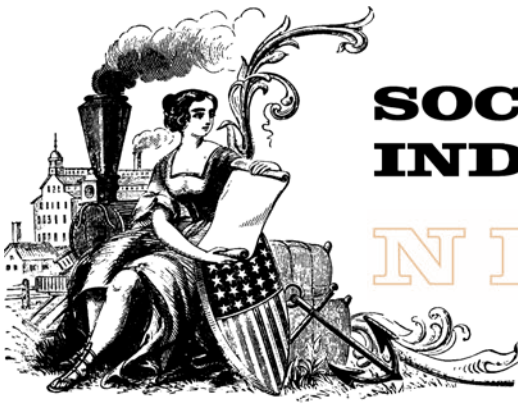
As with all SIA Tours, tour details are fluid at this point and sites may change. Check the SIA website (www.sia-web.org) for updates. For additional historical and tourism information visit: www.nps.gov/history/nr/travel/madison/, <http://visitmadison.org/>, and www.columbus.in.us.

Bill McNiece, John Staicer & Rhonda Deeg



Historic Madison, Inc.

Panoramic view of Madison, merges an early 20th century view (left) with a modern one.



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PUBLICATIONS OF INTEREST

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GENERAL INTEREST

- ◆ Amy Sue Bix. **Girls Coming to Tech! A History of American Engineering Education for Women.** MIT Pr., 2014. 304 pp., illus. \$34. Detailed case studies of post-WWII engineering co-education at Georgia Tech, Cal Tech, and MIT. In the 1950s, women made up less than one percent of engineering students; today they make up nearly 20 percent. The gains have been hard-won.
- ◆ Elizabeth Flock. **Remembering the ‘Forgotten City,’ Greenpoint Terminal Market.** *NY Magazine Online* (Dec. 31, 2013). Feature article on the history and current uses (artist studios, etc.) and hopes for fire-gutted warehouses at the Greenpoint Terminal (tour site—2002 Annual Conference, Brooklyn). Quotes Mary Habstritt [SIA].
- ◆ Kirsten Jensen, Bartholomew F. Bland, and Katherine Manthorne, eds. **Industrial Sublime: Modernism and the Transformation of New York’s Rivers, 1900-1940.** Fordham Univ. Pr., 2013. 200 pp., illus. \$35. Explores the industrial landscape paintings of the likes of Robert Henri, John Sloan, and others who worked in the New York City region and focused on bridges and harbor scenes as a subject worthy of their attention. Co-published with the Hudson River Museum to coincide with an exhibit of the same title (SIAN, Fall 2013)
- ◆ Robert J. Kapsch [SIA]. **Over the Alleghenies: Early Canals and Railroads of Pennsylvania.** W.Va. Univ. Pr., 2013. 376 pp., illus. \$39.99. Between 1826 and 1858, the State of Pennsylvania built and operated the largest and most technologically advanced system of canals and railroads in North America—almost one thousand miles of transport that stretched from Philadelphia to Pittsburgh and beyond. The construction of this ambitious transportation system was accompanied by great euphoria. It was widely believed that the revenue created would eliminate the need for all taxes on state citizens until the Panic of 1837 and a subsequent economic recession dashed expectations. By 1858, Pennsylvania had sold the canals and railroads to private companies, often for pennies on the dollar. Extensive primary research, charts, graphs, and over 100 illustrations highlight this book. Includes chapters devoted to each division of the Pennsylvania Canal system, the Philadelphia & Columbia RR, and the Allegheny Portage RR.
- ◆ Evgeny Morozov. **Making It.** *The New Yorker* (Jan. 13, 2014), pp. 69-75. While it may not constitute a “third industrial revolution,” the maker movement is a do-it-yourself descendant of countercultural stirrings such as the Arts and Crafts movement, Stewart Brand’s “Whole Earth Catalog,” and computer hacking.
- ◆ Linda Norris and Rainey Tisdale. **Creativity in Museum Practice.** Left Coast Pr., 2013. 247 pp. \$32.95. And, Elizabeth Wood and Kiersten F. Latham. **The Objects of Experience.** Left Coast Pr., 2013. 176 pp. \$26.95. New museum titles feature creativity and a focus on visitor-object experiences. While not IA *per se*, concepts and practices may be of interest to industrial history museums and sites.
- ◆ Mimi Sheller. **Aluminum Dreams: The Making of Light Modernity.** MIT Pr., 2014. 280 pp., illus. \$29.95. Explores the definition of what it is to be modern through the widespread use of aluminum as an essential material of 20th-century industrial and domestic products, from airplanes to Christmas trees. Includes a generous selection of iconic aluminum designs, drawn from advertisements by Alcoa, Bohn, and Kaiser.
- ◆ Richard A. Straw. **Rockbridge County: The Michael Miley Collection.** Arcadia, 2013. 128 pp., illus. \$21.99. Miley, a photographer, moved to southwest Virginia after the Civil War. An archive of over 7,000 photographs documents life in the county from the mid-1860s to 1920s. Although probably best known for his photographs of Robert E. Lee, Miley also took many rural landscapes featuring bridges, mills and industrial sites in the Shenandoah Valley.
- ◆ Vaclav Smil. **Made in the USA: The Rise and Retreat of American Manufacturing.** MIT Pr., 2013. 272 pp., illus. \$27.95. Describes manufacturing as a “fundamental force” in the story of American nation building and counters the idea that the decline of manufacturing is a desirable step toward a service-based economy. Suggests ways to solve the manufacturing crisis including lower corporate taxes, promoting research and development, and improving public education.

AGRICULTURE & FOOD PROCESSING

- ◆ John Colapinto. **Hot Grease: The Wild West of Used-Cooking-Oil Theft.** *The New Yorker* (Nov. 18, 2013), pp. 32-39. Fueled by government incentives for biofuel production, the collection of used cooking oil has become a highly consolidated industry. Dar Pro, a descendant of Darling Rendering founded in 1882, is currently valued at \$2 billion. Competition between large and small operators is persistent and sometimes outside the law.
- ◆ David W. Dunlap. **Relics of the Domino Sugar Refinery, Frozen in Time and Syrup.** *NY Times* (Oct. 23, 2013). This photo essay highlights some features of the closed refinery (tour site—2002 Annual Conference, Brooklyn) that would be preserved under the plan currently being pursued by the

site's developer. [NB—Not mentioned, but preservation of the bulk-loading cranes, the only ones left in N.Y. Harbor, and interpretation of historic artifacts, were conditions negotiated with the developer and public agencies as part of the process of rezoning and as mitigation under federal permits. The SIA Roebling Chapter participated in this review process.]

- ◆ Rebecca Mead. **Just Add Sugar.** *The New Yorker* (Nov. 4, 2013), pp. 56-63. Adapting recipes from his native Turkey, entrepreneur Hamdi Ulukaya first manufactured feta cheese and then Greek yogurt in upstate New York. He purchased a former Kraft Foods plant in New Berlin in 2005 and built Chobani yogurt into a billion-dollar brand.
- ◆ Maureen Ogle. **In Meat We Trust: An Unexpected History of Carnivore America.** Houghton Mifflin Harcourt, 2013. 368 pp. \$28. The industrialization of meat and poultry processing, including topics such as why the location of food processing operations moved further and further from population centers and how land-grant universities supported the industry's evolution. Rev.: *WSJ* (Dec. 18, 2013), p. A15.
- ◆ **Old Mill News**, Vol. 41, No. 2 (Spring 2013) includes Judy Quinlin, *A Visit to Beck's Mill* (preservation of 19th-c. mill in Salem, Ind.) and *Crewsville Farm and Mills, Hanover County, Virginia* (history of two mills, operated by Micajah Crew and family from 1778 to 1850). Quarterly, \$23/yr. with membership to SPOOM.
- ◆ Jonathan Rees. **Refrigeration Nation: A History of Ice, Appliances, and Enterprise in America.** Johns Hopkins Univ. Pr., 2013. 248 pp., illus. \$45. An exploration of the innovative technology as well as the culture and business practices of keeping perishable food cold.
- ◆ Thomas P. Rich and David W. Del Testa. **Water-powered Gristmills of Union County, Pennsylvania.** Union County Historical Society (South 2nd St. and St. Louis St., Lewisburg, PA 17837), 2013. 260 pp., illus., maps. \$30 ppd. Detailed historical profiles of 40 gristmills. Rev.: *Old Mill News* (Fall 2013), p. 21.

- ◆ Mark Singer. **Farm Barge.** *The New Yorker* (Nov. 11, 2013), pp. 26-27. Sailing from Lake Champlain to the Brooklyn Navy Yard, the Vermont Sail Freight Project provides "last-mile carbon-neutral delivery" of foodstuffs from Vermont and upstate New York on a 40-ft. sailing barge.

COMMUNICATIONS

- ◆ Kathleen Battles. **Calling All Cars: Radio Dragnets and the Technology of Policing.** Univ. of Minn. Pr., 2010. 296 pp. \$22.50. Through an examination of radio crime dramas of the 1930s, explores the use of radio technology as a tool for improving police tactics and shaping the public image of law enforcement. Rev.: *T&C* (Oct. 2011), pp. 837-38.
- ◆ Susan Schmidt Horning. **Chasing Sound: Technology, Culture, and the Art of Studio Recording from Edison to the LP.** Johns Hopkins Univ. Pr., 2013. 304 pp., illus. \$45. A history of recording studios and collaboration among artists, technicians, and engineers.

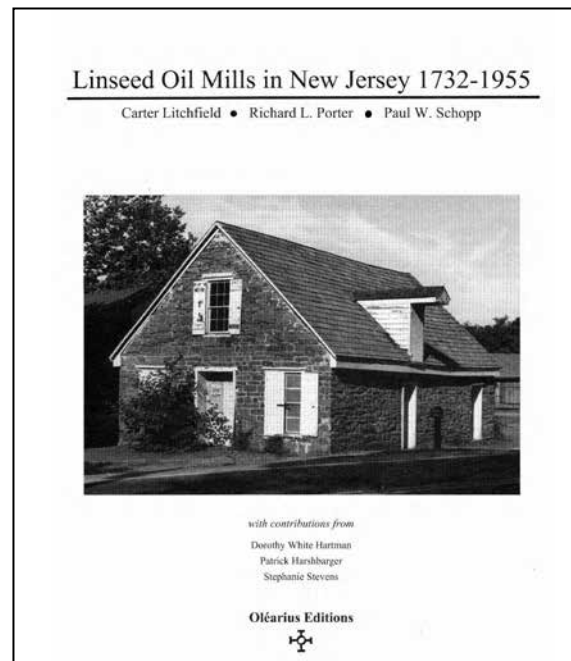
BRIDGES

- ◆ Jeff L. Brown. **Rock Solid: Stone Arch Bridges of the 1840s.** *CE* (Jan. 2014), pp. 44-47. Even as American railroads of the 1840s were adopting trusses such as those patented by William Howe, they were also building highly durable stone arch bridges. Those constructed by the Western RR of Massachusetts in the Berkshire Hills are now part of the Middlefield-Becket Stone Arch Railroad Bridge District on the National Register.
- ◆ **Covered Bridge Topics** (Winter 2014) includes *Oregon Covered Bridges: Photographs by Richard Sanders Allen and Others* (photos from the 1950s) and Terry E. Miller and Philip C. Caston, *Washington County, Ohio's Three Mis-identified "Long" Trusses* (makes the case that these wood trusses, attributed to late-19th-century bridge builder Rolla Merydith, only superficially resemble Long trusses and perhaps are a unique variant that should be called Merydith trusses).
- ◆ Tony Gonzalez. **Bridge Expert Examines Cumberland River**

New Book!

Linseed Oil Mills in New Jersey 1732–1955.

This gazetteer provides historic background on the linseed oil industry and detailed histories of over 70 mills in the Garden State, which was a center of production during the 19th century. Many of these mills were "combination" mills, manufacturing not just linseed oil but a variety of other products by water-power, so the book will also be of interest to fans of gristmills, tanbark mills, and the like. Well illustrated. Hardcover, 223 pp. Written by Carter Litchfield [SIA], Richard L. Porter [SIA], and Paul W. Schopp, with contributions from Dorothy White Hartman, Patrick Harshbarger [SIA], and Stephanie Stevens. Published posthumously by Litchfield's Olearius Press, all proceeds have been generously donated by the Litchfield estate to the SIA. SIA 2014 U.S. Member Price: \$30 (\$25 plus shipping of \$5.00). Members outside of U.S. please email sia@mtu.edu for additional shipping charges. Limit one book per year. You must be a current member to buy this book. Offer expires Dec. 31, 2014. Info: www.sia-web.org, click on publications.



Crossing. *The Tennessean* (Nov. 27, 2013). Jim Barker has been researching the history of some stone abutments in Nashville, Tenn. They are believed to date to a toll bridge that stood from 1823 until 1851. Significant to Native American groups and local preservationists, the bridge was on the route of the Trail of Tears. Also see www.nativehistoryassociation.org/tollbridge.php.

- ◆ David Hill. **Suspension System of New York's Manhattan Bridge Gets Long-Awaited Update.** *CE* (Nov. 2013), pp. 20-22. New York City recently completed rewinding of the main suspension cables and replacement of the vertical suspenders on the bridge, opened in 1909, the last major step of a rehabilitation that began in 1982.
- ◆ Robert McIntosh. **The Covered Bridges of Washington County, New York.** Washington County Covered Bridge Advisory Committee, 2007. 62 pp, \$20.00. This history of covered bridges in Washington County (N.Y.) includes all seven covered bridges built in the county during the 19th century, with an emphasis on the background and construction of the three surviving bridges. Also reviews truss types and recounts community activism to save the bridges from abandonment or destruction and the consequent efforts to restore them to use. Many illustrations and engineering drawings. To order, call Market Block Books in Troy, N.Y. (518) 328-0045.
- ◆ David Sturm. **Built in 1865, Jericho Bridge in Kingsville to Get \$2 Million Overhaul.** *Baltimore Sun* (Sept. 26, 2013). Covered bridge, built in 1865, at Gunpowder Falls State Park near Baltimore.
- ◆ Jim Talbot. **In(to) the Loop.** *Modern Steel Construction* (Dec. 2013), pp. 48-50. On May 26, 2013, the City of Chicago held a centennial celebration for the Washington Boulevard Bridge, which spans the South Branch of the Chicago River. This twin-leaf, fixed-trunnion bascule was the first to incorporate innovations patented by German immigrant Alexander von Babo.

BUILDINGS & STRUCTURES

- ◆ Tony Allen-Mills. **Piped Sunlight to Nourish Trees in Underground New York Park.** *The Sunday Times* (U.K.) (Oct. 20, 2013). An abandoned tram terminal, built in 1903 and close to the Williamsburg Bridge, is proposed as a park with fiber-optic cables used to transmit sunlight underground. It is being promoted as the "Lowline" to distinguish it from the successful High Line project that converted an elevated mainline railway into a popular New York City destination.

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With Thanks.

- ◆ Elizabeth Collins Cromley. **The Food Axis: Cooking, Eating, and the Architecture of American Houses.** Univ. of Va. Pr., 2010. 270 pp. \$50. Using photographs, measured drawings, and other evidence describes how the storing, cooking, and eating of food changed the spatial arrangement of American homes from the early colonial period to the end of the 19th century. Rev.: *T&C* (Jan. 2012), pp. 211-12.
- ◆ Adam Higginbotham. **Life at the Top: What a Window Washer Sees.** *The New Yorker* (Feb. 4, 2013), pp. 34-38. Higginbotham covers the history of high-rise window washing and the increasingly sophisticated equipment built for it, including a description of his ride on the custom rig designed by Tractel for New York City's Hearst Tower.

WATER TRANSPORT

- ◆ Alan Blinder. **A Historic Vessel, Stuck in Place.** *NY Times* (Dec. 17, 2013). The steamboat *Delta Queen's* future remains uncertain as Congress moves slowly on a bill to allow a passenger ship with wood superstructure to operate on inland waters.
- ◆ Jeff L. Brown. **Turning the Tide of War: The Mulberry Harbors.** *CE* (Dec. 2013), pp. 46-49. Two portable artificial harbors on the Normandy coast, code-named Mulberry A and Mulberry B, were built in England and installed by American and British forces to supply the troops that landed on and after D-day. While Mulberry A was destroyed in a storm on June 19, 1944, portions of Mulberry B remain at Arromanches, France.
- ◆ Matthew Lawrence Daley. **Duluth's Other Company Town: The McDougall-Duluth Company, Riverside, and World War I Shipbuilding.** *Minnesota History*, 63:5 (Spring 2013), pp. 176-189. Alexander McDougall, designer and builder of the celebrated whaleback lake freighters (S.S. *Meteor*, SIA conference tour site 2000), re-entered the shipbuilding industry at the onset of WWI, partnering with grain merchants Ward Ames and Julius Barnes to build canal boats to carry grain. To support the boom in business, they collaborated on a company town dubbed Riverside to house workers for their new shipyard. This spate of shipbuilding ended with a five-vessel series of grain motor vessels including the *Day Peckinpaugh*, now a museum ship in New York and the only vessel of 45 built by the yard that remains afloat.
- ◆ Marcus K. Garner. **Civil War Ironclad Surfaced in Savannah.** *Atlanta Journal-Constitution* (Nov. 14, 2013). Underwater investigators have recovered a section of the CSS *Georgia*.
- ◆ Reginald Horsman. **Marietta in the Age of Sail: Oceangoing Shipbuilding in Jeffersonian Ohio.** *Timeline*, Vol. 31, No. 1 (Jan./Mar. 2014), pp. 2-13. Some two dozen vessels, including two gunboats for the American navy, were built in Marietta on the Ohio River between 1801 and 1808. After making the 2,000 mile journey to Louisiana and the Gulf of Mexico, the ships called on ports in the Caribbean, across the Atlantic, and into the Mediterranean.
- ◆ Peter Knego. **Inside a Scrapyard.** *Cruise Travel* (Jan./Feb. 2014). A visit to the ship graveyard at Aliaga, Turkey, where several classic cruise ships recently met their ends.
- ◆ Theresa Levitt. **A Short Bright Flash: Augustin Fresnel and the Birth of the Modern Lighthouse.** W.W. Norton, 2013. 288 pp. \$26.95. The story of the Fresnel lens that made lighthouses blaze many times brighter, farther, and more efficiently. Fresnel (1788-1827) battled poor health and political forces but was able to achieve his goal of illuminating the entire French coast.

- ◆ Robert McCabe. **Colonna's Shipyard Has a 138-year Survival Story.** *The Virginian-Pilot (Hampton Roads)* (Nov. 17, 2013). Family-owned shipyard on the Eastern Branch of the Elizabeth River continues to thrive, employing 600.
- ◆ Robert W. Passfield [SIA]. **Military Paternalism, Labour, and the Rideau Canal Project.** AuthorHouse, 2013. 302 pp., illus. \$19.95. A study of the hardships suffered by immigrant canal laborers in working and living in a wilderness and of the efforts made by officers of the Royal Engineers to maintain a healthy and robust workforce in a malarial environment. An appendix provides a critique of the Marxist interpretation of class conflict on the canal project and proposes a cultural values approach for understanding the work experience of immigrant labor groups on canal projects.
- ◆ Christine Steube. **Ingalls Celebrates 75 Years in Pascagoula.** *Biloxi (Miss.) Sun Herald* (Oct. 19, 2013). Huntington Ingalls Industries held a "family day" event to celebrate 75 years of shipbuilding on the banks of the Pascagoula River. The company is currently building destroyers, amphibious assault ships, and amphibious transport ships for the U.S. Navy, and cutters for the U.S. Coast Guard.
- ◆ Gregory Votolato. **Ship.** Reaktion Books, 2011. 302 pp. \$27. Chapters explore the "broader cultural meanings" of ships from vessels of exploration to modern-day warships and luxury liners. Rev.: *T&C* (Oct. 2011), pp. 818-19.

RAILROADS

- ◆ Phil Brown. **State Nears Decision in Railroad Debate.** *The Adirondack Almanack* (Nov. 21, 2013). About 70 miles of railroad track, from Thendara to Saranac Lake, N.Y., are currently in poor condition. The Adirondack Scenic RR wants to refurbish the line for its use, but it is opposed by rails-to-trails advocates who want the right-of-way for a recreational trail.
- ◆ Matt Flegenheimer. **In Subways, Suddenly, 2 Glimpses of History.** *NY Times* (Nov. 29, 2013). Article features New York's abandoned subway stations, and specifically contrasts the Old City Hall Station, which visitors to the New York Transit Museum can visit with a \$40 ticket, with the lower level of the Bergen Street Station, which was last used as a set for a horror film.
- ◆ Steve Glischinski. **Minnesota Railroads: A Photographic History, 1940-2012.** Univ. of Minnesota Pr., 2012. 298 pp. \$39.95. Four short essays, organized chronologically, are illustrated with numerous photos of passengers, rolling stock, stations, crews, and passengers.
- ◆ **NRHS News** (Oct. 2013) includes *NRHS Grant Helps Railroad Restore Semaphore* (early 20th-c. B&O RR semaphore at the Wilmington & Western RR, Elsmere, Del.), *New Steam-powered Line Opens in Pennsylvania* (Northern Central RR between New Freedom and Hanover Junction), and *Prince Train Depot Likely to Have Enhanced Role in Future Boy Scout Functions* (streamlined Art Moderne-style station in the New River National Gorge (W.Va.) was built in 1942 by the B&O RR). **NRHS News** (Dec. 2013) includes *North Florida Chapter NRHS Awarded \$20,000 to Preserve Engine No. 1504 in Jacksonville* (4-6-2, built in 1919); *NRHS Grant Helps to Fund Restoration of Central Pacific Car* (wood passenger car built in 1869 by the Wason Mfg. Co. of Springfield, Mass.); *Alaska Convention Provided Scenic Vistas, Rare Mileage Trips for NRHS Members* (review of 2013 conference); *Stewartsville (Pa.) Railroad Comes Back from the Brink* (historic railroad overcoming financial struggles, plans to re-open).
- ◆ **Railroad Legacy Map of the United States.** National

- Geographic Maps, 2013 (www.natgeomaps.com). 36" × 24" map portrays today's seven Class I (major) railroads and Amtrak's passenger routes, as well as those of more than 100 Class I railroads that ran in 1920. Also highlights present-day rail hubs, key events in American railroad history, and significant train-spotting locations and railroad museums.
- ◆ Jeffrey W. Schramm. **Out of Steam: Dieselization and American Railroads, 1920-1960.** Lehigh Univ. Pr., 2010. 338 pp. \$90. A company-by-company history of how and why the conversion process from steam to diesel took place. Rev.: *T&C* (Jan. 2012), pp. 218-19.
- ◆ **Tourist Railroads & Railway Museums**, No. 14 (Fall 2013), includes Aaron Isaacs, *The Most At-Risk List* (insights into development of second annual list by the NRHS), *Rails with Trails* (controversy over co-locating tourist railroads with bike trails), and *Hoosier/Buckeye Road Trip* (commentary on tourist railroads in Ohio and Indiana), plus a round-up of news and information from sites around the U.S.
- ◆ Charity Vogel. **The Angola Horror: The 1867 Train Wreck That Shocked the Nation and Transformed American Railroads.** Cornell Univ. Pr., 2013. 312 pp. \$26.95. The Dec. 18, 1867 wreck of the Buffalo & Erie RR's New York Express killed 50 and injured many more. It was the worst U.S. rail disaster up to that point and resulted in an extensive legal, legislative, and journalistic search for answers to its cause.
- ◆ Glen Willumson. **Iron Muse: Photographing the Transcontinental Railroad.** Univ. of Calif. Pr., 2013. 254 pp., illus. \$60. Examination of the construction of the transcontinental railroad (1865-69) and its portrayal in photographs from those used as an official record by the railroad companies to those found in the illustrated press, advertisements, and travel guides.
- ◆ Geoff D. Zylstra. **Whiteness, Freedom, and Technology: The Racial Struggle over Philadelphia's Streetcars, 1859-1867.** *T&C* (Oct. 2011), pp. 678-702. Describes and analyzes how the relatively new technology of horsecars became a factor in racial politics. In Philadelphia, the cars were segregated until African-Americans organized to protest and lawmakers responded by making discrimination illegal.

ABBREVIATIONS:

B&L	= <i>Buildings & Landscapes: Journal of the Vernacular Architecture Forum</i>
CE	= <i>Civil Engineering</i>
NRHS	= National Ry. Historical Society
SPOOM	= Society for the Preservation of Old Mills
T&C	= <i>Technology & Culture</i> , published by the Society for the History of Technology
Timeline	= published by the Ohio Historical Society, \$40/yr. Info: (614) 297-2315

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.

SIA Slate of Candidates—2014

The Nominations Committee is pleased to present the following *draft* slate of candidates for the 2014 election:

President (2-year term) Amanda Gronhovd
Vote for one

Vice President (2-year term) David Rotenstein
Vote for one Maryellen Russo

Director (3-year term) Ron Petrie
Vote for two Joe Seely
Saul Tannenbaum
Alicia Valentino

Nominations Committee (3-year term) Lee Presley
Vote for one Sharon McCauley

SIA by-laws state that the Nominations Committee shall

notify the membership of the proposed slate at least 70 days in advance of the Annual Business Meeting. **This is that notice; it is not a ballot.** Additional nominations may be made in writing over the signatures of no fewer than 12 members in good standing (dues paid for the 2014 calendar year) and delivered to the Nominations Committee chair at the address below no later than **Apr. 15, 2014**. Candidates must have given their consent to be nominated and must also be SIA members in good standing. Ballots, which will include a biographical sketch and photograph of each candidate, will be mailed in late April. Members must have paid their dues for the 2014 calendar year in order to vote.

The current Nominations Committee includes Tim Mancl (*chair*), Susan Appel, Lynn Rakos, and Jay McCauley (*ex officio*). Please direct all nominations and other correspondence to: SIA Nominations Committee, c/o Tim Mancl, Chair, 71 David Brearly Court, Princeton, NJ 08540; (302) 632-5254; tjmancl@gmail.com. ■

IA IN ART (continued from page 3)

dedicated in his memory is a fitting tribute to an important contributor to Bridgeport's industrial heritage.

Andrew T. Rose

For additional info on the fountain:

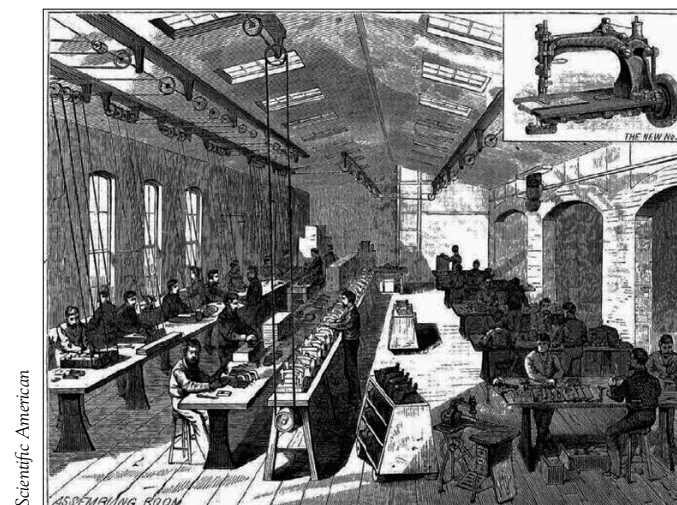
- National Register of Historic Places, NRIS Item No. 85000706; <http://pdfhost.focus.nps.gov/docs/NRHP/Text/85000706.pdf>.

For additional info on Wheeler & Wilson:

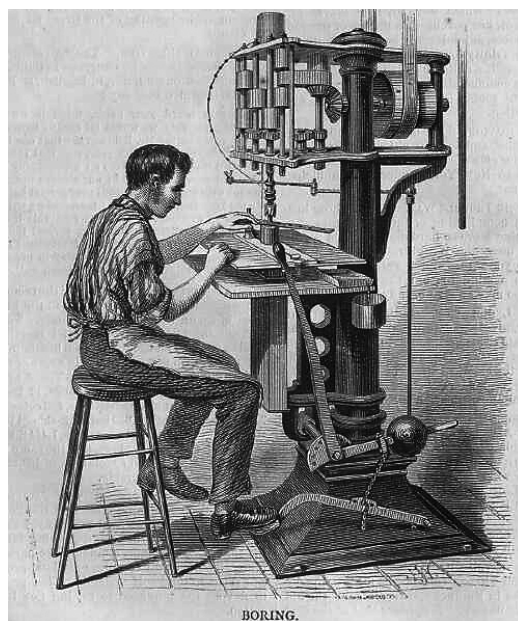
- *Scientific American*, Vol. XL, No. 18, May 3, 1879.
- D. Brumleve. *A Tour of the Wheeler & Wilson Sewing*

Machine Factory, International Sewing Machine Collectors' Society (ISMACS); www.ismacs.net/wheelerandwilson/tour_of_wheeler_and_wilson_sewing_machine_factory.htm.

- D. A. Hounshell. *From the American System to Mass Production, 1800–1932: the Development of Manufacturing Technology in the United States*. Johns Hopkins Univ. Pr., 1984.



Assembling room at Wheeler & Wilson around 1889.



Use of machine tools to manufacture Wheeler & Wilson sewing machines around 1873.

MEMBER NEWS

Charles Fairbank III [SIA] of Petrolia, Ont., has been honored with Heritage Canada's Lieutenant Governor's Award for his tireless efforts to preserve **The First Commercial Oil Field National Historic Site** at Oil Springs, Ont. (tour site—2000 SIA Fall Tour, Sarnia). The award honors outstanding achievement in heritage conservation at the provincial/territorial level. It was established in 1979 to recognize an individual or group that has given sustained effort over many years. The Fairbank property in Oil Springs is the world's longest-producing oil field, still operating using the original "jerker-line" pumping technology developed by Charlie's great-grandfather in 1863. Today, the property continues to pump oil, producing approximately 24,000 barrels of oil per year from 350 wells on 600 acres. Charlie's dedication to keeping the property operating in a historically authentic manner is legendary. He also runs Van Tuyl & Fairbank Hardware in

Petrolia, which continues to provide obscure oil production equipment essential to the viability of jerker-line operations.—*Heritage Canada The National Trust* (2013).

Nancy McNiece, age 62, passed away on June 8, 2013, of ovarian cancer. She was a long-time and frequent participant at SIA conferences and tours, and from time to time assisted the *SIAN* with reports and photographs. She supported her husband Bill McNiece [also SIA] with the organization of the 1998 Annual Conference in Indianapolis. Nancy was born Jan. 23, 1951 in Evansville, Ind. She held a B.A. in psychology and a B.S. in nursing from Marian College. For 37 years she worked as a nurse in the operating room at Riley Hospital for Children. Nancy is survived by her husband and by her daughter, Theresa Lynne McNiece. Her presence at SIA events will be missed. ■

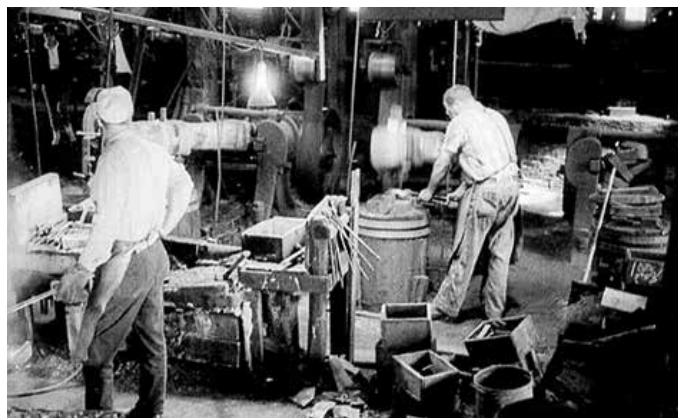
NOTES & QUERIES

The Virginia Landmarks Register has added two sites of IA interest. The **Chesapeake Warehouses** in Richmond, constructed in 1929, resulted from a consolidation of tobacco warehouses after the advent of new technologies allowed for the high-speed manufacture of cigarettes. These large warehouse complexes marked a shift away from the use of independent warehouses. The Chesapeake Warehouses, one of the first such complexes, consisted of single-story, rail- and truck-serviced buildings, serving Richmond's cigarette manufacturing plants. The **Roanoke River & Railroad Industrial Historic District** in southeast Roanoke developed rapidly as an industrial corridor with the completion of the

Roanoke & Southern Ry. in 1892 and the Virginian Ry. in 1909. From lumber yards to iron and bridge works, the corridor's industries were directly tied to the construction of the railroad.—*Va. Dept. of Historic Resources Press Release* (Oct. 1, 2013)

Industrial heritage supporters in Germany worked feverishly during 2013 to prevent massive cuts in financial support from the state of North Rhine-Westphalia (*SIAN*, Spring 2013). A final bill, passed on Dec. 18 after a prolonged public outcry, was not as severe as previously feared, but cutbacks were still substantial and will no doubt impact many of the sites SIA members enjoyed on the Ruhr Study Tour in 2001 (*SIAN*, Spring 2001). Funding for public and private historic structures was reduced by 76 percent to 2 million euros annually. On the positive side, a new initiative will make available loans in the amount of 60 million euros annually to investors who preserve or restore historic structures.—*Thanks to Heinz D. Schwinge* [SIA] for providing translation and summary from *Archaeologie Online*.

Raber Associates, South Glastonbury, Conn., has been retained to do an evaluation of the equipment remaining in the former **Chain Forge Shop at the Boston (Charlestown) Navy Yard**. As part of this investigation, Raber has been asked to determine if examples of similar pieces exist in museums or historic restoration shops accessible to the public or to researchers. The equipment includes approximately 62 large and small steam hammers, drop hammers, forging hammers, and forging presses (both mechanical and pneumatic). Raber would appreciate anyone having such machinery, or knowing of the location of such items, to please provide a basic description of the item(s). At the conclusion of this study, it may be possible that some machinery will be made available for preservation in museums, restoration shops, etc. SIA members will be kept posted. Info: Bill Johnson, johnson.william039@gmail.com; (413) 623-5893. ■



Peter Vogt

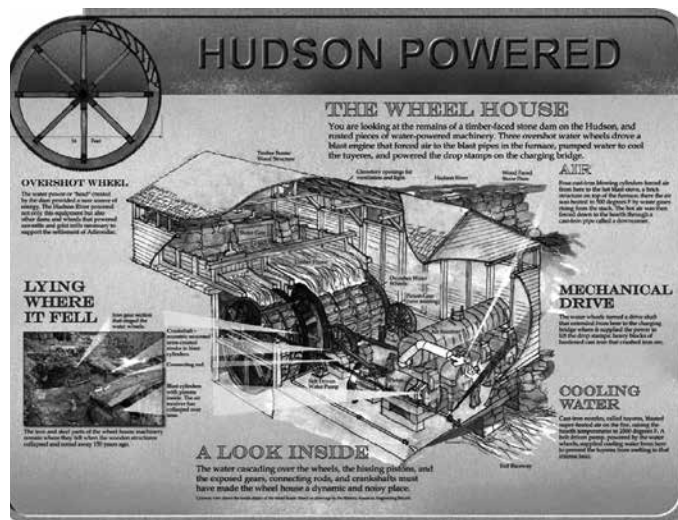
Axe-Making Film Is a "Hit." In 1964, Peter Vogt, just a year out of Colby College, shot a 35mm motion picture of making axes in the Emerson Stevens shop, the last operating in Oakland, Maine, once a center of the industry. He sent the 12-min. film to the Secretary of the Smithsonian Institution, Dillon Ripley, who passed it along to a curator, Robert Vogel [SIA]. Vogt and Vogel have been good friends ever since. Vogt recently posted the film to YouTube, where it has already had over 19,000 viewings. To view the film: www.youtube.com, search on "pioneer axe."

SITES & STRUCTURES

In September 2013 the Open Space Institute (OSI) unveiled an interpretive panel at the site of the 1840s **McIntyre blast furnace** at the ghost village of Tahawus near Newcomb, N.Y. The blast furnace formed part of the **Adirondack Iron Works**, which for a decade or so attempted to produce pig iron in the heart of the Adirondacks. Although the local iron ore was very rich, unknown to the promoters it was also contaminated with titanium, and the pig iron that resulted was often of poor quality. The OSI owns the site and has collaborated with the N.Y. State Museum and the Office of Parks, Recreation and Historic Preservation to stabilize two remaining structures—the blast furnace and the building housing the waterwheels that powered the blowing engine. The site lay dormant for nearly a century. It was revived in the 1940s by National Lead, which mined the titanium and processed it into paint pigment. This operation closed in 1990. Currently there is some interest in processing the tailings to recover titanium. This would require the reactivation of the rail line serving the mine, however, which is controversial.—*Steve Muller*

The **Doe Run Lead Smelter** in Herculaneum, Mo., ceased operations on Dec. 31, 2013. The smelter, located about 25 miles south of St. Louis, was the last primary lead smelter in the U.S. Lead mining and smelting began at Herculaneum in the late 18th century. The area was known as the “lead belt” by the mid-19th century. The huge smelter at Doe Run was established by the St. Joseph Lead Co. and began operations in 1892. In recent times, environmental damage has been a major concern, and the Doe Run Co., which purchased the smelter in 1994, has found it challenging and costly to meet air pollution standards. The company bought 150 houses in Herculaneum after testing revealed elevated levels of lead in residents’ blood. Much of the area around the plant is now vacant and fenced off.

The U.S. Dept. of Energy announced on Dec. 20, 2013, that its contractors had completed demolition of the **K-25 gaseous diffusion building at Oak Ridge, Tenn.** K-25, built in 1943 as part of the Manhattan Project, was famous-



A new panel interprets the remains of a blast furnace powerhouse at the Adirondack Iron Works, Tahawus, N.Y. Other signs can be viewed at www.flickr.com/photos/openspaceinstitute.

ly the “world’s largest structure under one roof,” a vast, mile-long, U-shaped building that did some of the preliminary enrichment for the uranium used in the atomic bomb dropped on Hiroshima. K-25 continued in operation using the diffusion method to separate isotopes of uranium for weapons and power plants until the early 1960s. Preparation for the demolition and cleanup has been under way for decades and has so far cost \$1.1 billion. Although most of the government’s 60,000 acres at Oak Ridge is off limits to the public, one way to visit is aboard the Secret City Scenic Excursion Train operated by the Southern Appalachia Ry. Museum, which departs from a temporary depot on the K-25 site. The excursion runs over 11 miles of track within Oak Ridge on most weekends. Check www.theatlantic.com/infocus/2012/06/the-secret-city/100326/ for great photos. Info: www.southernappalachia.railway.museum.—*Knoxville News Sentinel* (Dec. 21, 2013) and *Tennessean* (Dec. 26, 2013) ■

CHAPTER NEWS

Oliver Evans (Greater Philadelphia) held its 26th Annual Film Fest at the Fairmount Water Works on Dec. 9. Mitchell Dakelman, Film Librarian, National Ry. Historical Society, presented this year’s program with films on the history of the Pennsylvania RR.

Roebling (Greater N.Y.-N.J.) held its 33rd Annual Great Falls Symposium on the IA of the N.Y.-N.J. area on Nov. 16. The event was held for the first time in the rehabilitated Rogers Locomotive Works Storage Building in Paterson,

N.J. On Nov. 9, chapter members toured the Long Island City Degnon Terminal complex with Jim Mackin [SIA]. The complex was developed in 1913 and connected with the Pennsylvania RR. ■

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@urs.corp.com) or check out the local chapters section of the SIA website (www.sia-web.org).

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CALENDAR

2014

Apr. 1: SIA GENERAL TOOLS AWARD NOMINATION DEADLINE. Info: www.siahq.org/contacts/committees/GeneralToolsAward.html.

Apr. 9-12: Society for Commercial Archeology Annual Conference, St. Petersburg, Fla. Info: www.sca-roadside.org.

Apr. 9-13: Society of Architectural Historians Annual Conference, Austin, Tex. Info: www.sah.org.

Apr. 11-12: Construction History Society First National Conference, Cambridge, U.K. Info: www.constructionhistory.co.uk.

Apr. 25-27: Pennsylvania Canal Society and Canal Society of Ohio Spring Tour, Ohio & Erie Canal, Akron, Ohio. Info: Larry Turner, towpathturner@aol.com, www.pacanalssociety.org.

May 7-11: Vernacular Architecture Forum Annual Conference, Galloway, N.J. Tours of South Jersey landscapes from Cape May to Salem. Info: www.vernaculararchitectureforum.org.

May 15-18: SIA ANNUAL CONFERENCE, PORTLAND, ME. See article in this issue. Info: www.sia-web.org.

May 28-31: Early American Industries Assn. Annual Meeting, Pittsburgh, Pa. Info: www.earlyamericanindustries.org.

June 2-7: Assn. for Industrial Archaeology Spring Tour, Moravia and Silesia, Czech Republic. Info: www.industrial-archaeology.org/aooverseas.htm.

June 10-14: National Ry. Historical Society Annual Convention, Springdale, Ark. Info: www.nrhs.com.

June 11-15: Mining History Assn. Annual Conference, Trinidad, Colo. Tours of the Raton Basin with a focus on Western coal mining. Info: www.mininghistoryassociation.org.

June 19-22: First International Conference on Early Main Line Railways, Caernarfon, North Wales, U.K. Info: www.earlymainlinerailways.org.uk.

July 5-8: Railway & Locomotive Historical Society Annual Meeting, Ely, Nev. Info: www.rlhs.org.

Sept. 3-6: 12th International Conference on Urban History, Lisbon, Portugal. Theme: Before the Assembly Lines: Materiality, Home and the Urban Consumer in 19th-Century Europe and Beyond. Info: www.eauh2014.fcsh.unl.pt.

Sept. 5-10: Assn. for Industrial Archaeology Annual Conference, Chester, U.K. Two days of paper sessions followed by visits to IA sites. Info: www.industrial-archaeology.org/aconf.htm.

Sept. 17-21: National Maritime Historical Society, 10th Maritime Heritage Conference, Norfolk, Va. Info: www.seahistory.org.

Sept. 26-28: Ninth Biennial Preserving the Historic Road Conference, Savannah, Ga. Info: <http://historicroads.org>.

Oct. 5-8: SIA FALL TOUR, SOUTHEASTERN INDIANA. See article in this issue. Info: www.sia-web.org. [Note the Sun.-Wed. schedule to take advantage of process tours, including Cummins diesel.]

Oct. 23-26: Society for the Preservation of Old Mills Annual Conference, Rochester, Mich. Info: www.spoom.org.

Oct. 26-30: Assn. for Preservation Technology International Annual Conference, Quebec City, Que. Info: www.apti.org.

Nov. 6-9: Society for the History of Technology Annual Meeting, Dearborn, Mich. Info: www.historyoftechnology.org.

Nov. 10-14: National Trust for Historic Preservation Annual Conference, Savannah, Ga. Info: www.preservationnation.org. ■