



# SOCIETY FOR INDUSTRIAL ARCHEOLOGY

## NEWSLETTER

Volume 40

Summer 2011

Number 3

### *IA IN ART* THE URBAN INDUSTRIAL LANDSCAPES OF VALERI LARKO

**F**or more than two decades painter Valeri Larko has focused on the urban industrial landscape of northern New Jersey and the outer boroughs of New York City, especially the Bronx, Brooklyn, and Queens. The artist creates densely detailed and carefully observed canvases that capture the visual poetry of decaying structures at the margins of urban life: “In these often overlooked areas I find grit and beauty in equal measures.” Drawn to the “jumble of rusting industrial sites, aging infrastructure and funky waterways” that comprise “the ruins of our contemporary culture,” in such ordinary places, she discovers “stories that reflect how we have changed and continue to change the environment.” Larko aims “not to copy everything exactly but instead to capture

the essence of a particular place and time.”

Her subjects have included the full complement of structures that are fundamental to the field of industrial archeology—bridges, smoke stacks, factories, warehouses, decrepit piers and pilings, elevated railways, power plants, transformers, cyclone separators, salvage yards, refineries, obsolete oil terminals and storage tanks, and water towers—all emblematic of our gritty cities.

Larko seeks sites with strong visual presences that also provide her with a good vantage point for her easel. She makes pen-and-ink drawings, followed by oil sketches, before commencing the final painting. Characteristically, Larko visits a site frequently over a period of two to three months. Because of the changing light, she works on one

*(continued on page 2)*



*Valeri Larko, Newtown Creek Wastewater Treatment Plant, 2010, oil/linen, 25" × 60", collection of the artist.*

#### **In This Issue:**

- Seattle Conference Review
  - IA Tours, Remote-Sensing Workshop, and more.
- Minutes of the Annual Business Meeting
- Richard Anderson, Jr.—  
General Tools Award Recipient
- 2011 Industrial Heritage Grants Announced
- *IA Journal* Seeks Book Review Editor
- Cleveland Cliffs Mining Archive On-Line
- Preston Glass Lab Seeks Help
- Marie Nisser Remembered

painting in the morning, and another in the afternoon. She especially enjoys Sundays for painting outdoors: “The urban places I frequent are much quieter on Sundays and there’s tranquility to the city that is very appealing.” While the majority of her paintings are completed on site, she periodically returns to her studio to study her progress and to adjust values for indoor lighting.

Painting on location is a critical part of her process, and she prefers not to work from photographs. Conversations with those who either work or reside in these neighborhoods enhance her understanding of the site. Although no people appear in her paintings, human presence is implicit. Despite the challenges of working outside—“Dealing with fierce winds, bugs, intense sun some days, chilly temps on other days, and unwanted attention by some passersby”—any temporary difficulties she experiences are outweighed by the chance to explore new places.

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).

Mailing date for Vol. 40, No. 3 (Summer 2011), Sept. 2011. ISSN 0160-1067. If you have not received an issue, apply to SIA-HQ (address above) for a replacement copy.

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

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In the winter months, she paints in her car, using the steering wheel as an easel. It is also a time to search out new subject matter: “All the trees are bare so I can see things I would have missed in the summer when the trees are in full leaf.”

Larko’s paintings are inspired by both historic and contemporary structures. Bridges of all kinds intrigue her. The reflective clarity of *Kosciuszko Bridge* (2009) presents a serene scene, the structure mirrored in the tranquil waters below. The truss bridge constructed in 1939 spans Newtown Creek, linking Brooklyn’s Greenpoint neighborhood with Maspeth in Queens, making it a place “where urban culture and nature collide.” Larko’s disciplined compositions and meticulous technique convey a surprisingly quiet grandeur and dignified beauty. Curious about “the mystery of these places and how they affect our lives without us knowing it,” her work is informed by a pastoral quietude; her broad panoramas set against blue skies with clouds translate the engaging optics of Vermeer’s tidy Dutch cityscape, *View of Delft, Holland* (c. 1660-61), into the modernist context of a rusting machine age.

Another subject from Greenpoint, *Newtown Creek Wastewater Treatment Plant* (2010), represents the largest of the fourteen such facilities in New York. Originally built in 1967, it underwent a large expansion in 2009, at which time a waterfront nature trail was developed. Its beautiful and distinctive digester “eggs” clad in low reflective stainless steel, are 145 ft. high and 80 ft. wide, and daily process up to 1.5 million gallons of sludge.

Larko has also completed several public art pieces, including one at the Frank R. Lautenberg Secaucus Junction Station, which, crossed by all of the rail lines in northern New Jersey, is the largest in the state. Completed in 2003, her four large panoramic murals of railroad bridges suggest “the four corners of the north half of the state: Jersey City, Brielle, Delaware Water Gap, and West Trenton.”

Valeri Larko’s remarkable paintings convey a distinctive sense of time and place within the post-industrial landscape. Informed by inexorable evolution of the structures of American industry, she captures the transitory nature of these quotidian modern ruins. Info: [www.valerilarko.com](http://www.valerilarko.com).

Betsy Fahlman



**Valeri Larko, *Kosciuszko Bridge*, 2009, oil/linen, 25" × 60", Private Collection.**

# IA in the Pacific NW

## 2011 Annual Conference Review

SIA's 40th Annual Conference was held in Seattle, June 2 to 5. It was the first time that the SIA has held a national event in the Pacific Northwest, and there was much anticipation of exploring the region's IA. Approximately 160 members attended the conference, which owed its overall success to an able and enthusiastic group of local volunteers who had spent the past year identifying IA sites to tour. Many of the volunteers had no prior experience with SIA conferences, so the conference was an important way to introduce Seattle's historic preservation community to the SIA. Thanks go out to Sharon McCauley who organized the following tour reports with contributions from Susan Appel, Rachael Greenlee, Jay McCauley, Steve Muller, John Reap, Justin Spivey, and Ingrid Wuebber. A special thanks goes to the factories and venues that were so generous with their time and information.

### THURSDAY EARLY BIRD TOURS

**Boeing Future of Flight Museum and Tour.** All of Boeing's widebody jets are assembled in a massive building, the largest in the world by volume, in Everett, Wash. The tour began with a video on the history of Boeing followed by a tour of the four assembly lines. The 747 line is the most traditional: automatic riveting machines put together significant parts of the aircraft from aluminum shapes, and the assemblies are lifted from station to station. The 767 and 777 lines are similar but make use of slowly moving assembly structures. The new 787 line is vastly different. First, the aircraft is over 50% composites, which makes it much lighter and therefore more fuel-efficient. Second, complete sections of the aircraft come from suppliers all over the world, delivered by a fleet of modified 747-400 aircraft, the Dreamlifters. Composites also make it possible to operate the aircraft at higher humidity for passenger comfort. The 787s windows change opacity, varying outside light intensity, eliminating the need to pull down the shade manually. Boeing had

completed about forty 787s at the time of our visit, but it is awaiting certification for use. The visit ended with a tour of the Future of Flight Aviation Center Gallery, which shows the history of Boeing's widebody commercial aircraft and specifications of various components.

**Bainbridge Island Tour.** Thursday's ferry to Bainbridge Island began with a brisk downtown walk to the Evergreen State ferry at Colman Dock. Our leader, Todd Scott, Preservation Architect for King County, provided great overall context for Seattle and Puget Sound once we boarded the comfortable and roomy ship. We had great views of the Seattle skyline and Harbor Island, "world's largest man-made island" and working port for the city, largely a container port today. Todd pointed out historic sites like the Smith Tower (1914, and tallest building west of the Mississippi for years) and more recent features like the Safeco and Qwest stadiums (the latter with a retractable roof that slides off the field and above a rail yard). Other waterfront features include several original wooden piers dating from about 1900.

**Colman Dock** is a century-old ferry terminal. Ferries were common on Puget Sound from about 1850, severing as the principal transportation among the many small towns around its shores. Small steam ferries were so busy they were called the "mosquito fleet." Plans for bridges to span the Sound never materialized, and larger ferries ousted smaller ones by the 1940s. Today, ferry fees don't cover costs, so the State of Washington supports what has become the largest ferry system in the U.S., carrying 26 to 28 million persons annually.

In the 1890s Bainbridge Island had the largest lumber mill in the area and one of the largest in the nation, its development driven by huge local stands of old-growth forest. Agriculture was substantial here later, thanks especially to Japanese farmers who immigrated to Bainbridge from the 1920s to WWII. Because they were interned during the war and their property confiscated, few of them returned.

(continued on page 5)



John Reap

Overview of the restoration shop at the Museum of Flight in Everett.



Jay McCauley

A Dreamlifter, one of the modified 747s used to deliver parts of the new model 787, on the tarmac at the Boeing Assembly Plant in Everett, Wash.

# Minutes of the 40th Annual SIA Business Meeting

## June 4, 2011

**Call to Order.** President Jay McCauley called the Annual Business Meeting to order at 12:35 p.m. in the Grand Hyatt hotel at 721 Pine St. in Seattle, Wash. He welcomed SIA members to Seattle and congratulated Pat Malone for attending all forty annual meetings, to enthusiastic applause.

**President's Report.** President McCauley read his report: "I want to thank the organizing committee and our Events Coordinator, Ron Petrie, for a great conference so far. Maryellen Ficker and Justin Spivey have put together one of the strongest sets of papers in the last several years. We had a great time at the Film Festival last night. Thanks to Alicia Valentino for organizing it and to all who contributed to it. I had no idea Bob Stewart was such a good videographer!"

"I have been blessed with a great team including a lot of new faces with new ideas. I want to acknowledge the contributions of the departing Board members and committee chairs. I especially want to acknowledge the very significant contributions over many years by our former Secretary, Richard K. Anderson.

"The state of the Society is good. You'll hear more details in the reports that follow these remarks. We are financially sound. Membership is stabilizing, but this remains a critical issue. I am concerned about the decline in student memberships. If you know students interested in IA, please encourage them to join us.

"We all face challenging times. The continuing decline in construction has reduced demand for the services of our working professionals. The demise of the Save America's Treasures program and austerity measures at the state and local levels have reduced support for preservation. All of us involved with non-profits have seen the effects of donor fa-

tigue; they have been asked to help so many worthy causes. Don't give up, it gets better.

"We have started a number of initiatives to help communicate more effectively with our members and friends, in both directions. The most visible of these is our eNews program. We can send e-mail to most of our members, and about half of them read it. We are putting up electronic copies of *SIAN* as the issue is mailed, allowing you to see it even if it is delayed in the mail. We are encouraging folks to share their IA-flavored images, stories, etc., on sites like Flickr, Picasa, and Facebook. Several of us are tweeting (posting short messages on twitter.com) about the Conference. We have a presence on Facebook and LinkedIn. We may even get an IA paper from one of our LinkedIn group members.

"The hot buzzword in social media is 'geosocial,' social media sites that also incorporate location data. As part of another topic, I asked the Board what IA things there were along the way from our Fall Tour in Connecticut to Buffalo, New York. Our Vice President, Duncan Hay, sent me a very detailed, six-page e-mail listing lots of cool places. I'm working to get this into electronic form for use in geosocial media. Separate from, but related to, geosocial networking is an emerging group of smartphone applications providing location-aware, multimedia touring." He held up his smartphone and stated: "This knows where it is, can connect to the Internet at megabit-per-second speeds, or has enough storage to cache a local copy of audio and video tour information. Some of the companies creating these apps are less than a year old, so there will be a lot of sorting out; still this has the potential to unlock the great IA related content our members and friends have and make it available to a wider audience.

*(continued on page 15)*

## 2011 SIA Grants

The SIA has sponsored a modest program of **Industrial Heritage Preservation (IHP) Grants** for the last several years. For 2011, the IHP Committee recommended three grants that were approved by the SIA Board at its June meeting in Seattle.

**The Chicago & North Western Railway Technical Drawings Project**, submitted by Byron H. Long of the Lakes State Ry. Historical Assn., received a grant of \$1,000 to partially fund a professional website designer to upgrade the current site that includes documentation of over 20,000 mechanical drawings from the C&NW.

**The Itasca (Ill.) Historical Depot Project** received \$2,000 to assist in the restoration of the 138-year-old depot. SIA funds will be used in the restoration of the

wooden doors.

**Grove's Mill** in Union County, Pa. received \$2,000 to pay the miller for his time and access to his commercial operation while a documentary film is produced. The waterpowered gristmill has been in continual operation since 1783 and employs mostly 19th-century technology. The film will be made available to the SIA and the local historical society.

The SIA thanks the many groups that submitted applications for worthy projects. This year's selections were very competitive. There are some initiatives underway that may permit the SIA's grant program to expand somewhat next year. We want to encourage applications for the 2012 grant cycle. Info: [www.sia-web.org/grants/about.html](http://www.sia-web.org/grants/about.html).

Many changes, then, have led to the island's becoming a bedroom community with a very rural quality. After docking on Bainbridge, our group followed the Waterfront Trail of the principal town of Winslow. While there are picturesque marinas, buildings, gardens, and lots of public sculpture here, the harbor and Sound are now severely polluted, a problem being addressed, if slowly. Our group dissolved toward noon, some stopping for coffee, some for a harborfront lunch, many taking in the shops along Winslow's Main Street and then heading back across the water to Seattle.

**Kayaking Tour on Lake Union.** The intrepid group was led by Feliks Banel, from the Seattle Conference Committee. The group donned stylish water gear at the Northwest Outdoor Center and paddled out onto the lake. The name Lake Union was given in 1854 by Thomas Mercer, who predicted that it would someday be part of the connection from Lake Washington to Puget Sound forming "a union of waters." The group went north and west under the **Aurora Bridge** carrying Route 99. The next viewpoint was the **Fremont Street Bridge**, a double-leaf bascule bridge built in 1917. The group watched it rise to let a sailboat through to the Shipping Channel. The low clearance of the bridge results in its being opened about 35 times a day, reportedly making it the most frequently operated drawbridge in the U.S. The group passed dry docks where work was in progress, and also enjoyed a water level view of Gas Works Park (see below).

### FRIDAY PROCESS TOURS

**Seattle Aviation Tour.** The tour started with narration on the trip to Everett by Sam Howe Verhoevek, author of *Jet Age: The Comet, the 707, and the Race to Shrink the World*. Sam told the story of the earliest days of the jet age when Boeing was in a race with Douglas for the first American jetliner. Boeing's early models did not meet the capacity needs of commercial airlines. Finally, Boeing developed a plane that was just right, the 707, and established itself as the leader in the commercial sector.

Our first stop was the **Museum of Flight Restoration Center**. Here, historic aircraft are in various stages of restoration. Aircraft restoration requires a wide variety of specialized

skills. Fortunately, the mostly volunteer workforce has those skills; many of them are Boeing retirees. It would fill the entire issue if one attempted to even briefly mention all the aircraft in progress or completed. Two of the most significant were a Comet 4 that is still in the early stages of restoration, and a Boeing 247 that is in flying condition. This was a remarkable stop.

Lunch was at the **Mukilteo Lighthouse**, a 38-ft.-tall lighthouse first illuminated in 1906 to help ships navigate the strait between Mukilteo and Whidby Island. Next was the **Boeing Future of Flight Museum and Tour**, a repeat of the Thursday tour. Our final stop was the **Flying Heritage Collection**. Microsoft co-founder Paul Allen has assembled a fascinating collection of aircraft ranging from a Curtis JN-4 Jenny to a MIG-29 jet fighter. Of particular note were the fighter aircraft from all the major combatants in WWII. What sets this collection apart is that almost all the aircraft are flyable and routinely fly in public events.

**Industrial Seattle Tour.** This Friday process tour, led by Lorelea Hudson, focused on the neighborhood south of downtown, locally called SODO. First stop was at the **Ash Grove Cement Plant**, where the tour group was greeted by plant manager Todd Hinton. Ash Grove is a family-run company headquartered in Overland Park, Kan. It operates cement plants in nine states, making it the largest domestically owned cement manufacturer in the U.S. Ash Grove started in Missouri in 1882 as the Ash Grove White Lime Association. Cement has been produced at the 24-acre Seattle plant since 1927, and some buildings go back that far. Other structures date from 1968 and from the 1990 upgrade to the dry kiln process. The materials and fuel for the plant arrive by rail, truck, or by barge at one of the two docks. The raw materials include limestone, iron granules, bottom ash, and silica. Coal and natural gas are the primary sources of fuel, but tires now make up about 10% of the fuel with a goal to increase to 18%, reducing tire waste and adding steel to the raw material. Raw feedstock is ground in a vertical rolling mill and transferred to blending silos. A preheater brings the blend up to 800° F then it is moved to the rotary kiln, which reaches 3200° F. The clinker is cooled in nine satellite cool-

(continued on page 6)



Rachael Greenlee

SIA kayakers head out on a tour of Lake Union with the I-99 bridge in the background.



Perry Green

Seattle Harbor.

ers to about 450°F. Secondary cooling is done with a gravity-flow, air-cooled heat exchanger bringing the clinker to about 150°F. Finally the clinker is ground with gypsum, which is added to control the set time of the concrete. Shipment is done via barge, rail, truck, and conveyor to the concrete plant next door.

Our second stop was Seattle Electric Co.'s **Georgetown Steam Plant**. The plant, built in 1906, is a National Historic Landmark, representing important developments in the early history of electricity and engineering. It houses one of the last surviving examples of first-generation General Electric vertical-shaft, Curtis steam turbines, patented in 1896. Another turbine was added in 1919, roughly doubling the output. The Georgetown Steam Plant is also an early example of reinforced-concrete construction. The plant discontinued service in 1972. We saw displays of early electric distribution technology, including a collection of insulators and various pieces of old plant equipment such as a large fire extinguisher. The Birchfield boiler is used to teach boiler maintenance today.

Lunch was at the **Duwamish Longhouse**. The building houses artifacts and displays on the Duwamish tribe and the history of the area. Chief Si'ahl (Seattle), for whom the city is named, was a member of the Duwamish. Our third stop was **Nucor Steel**. Nucor, a pioneer in mini-mills, recycles scrap. The principal finished product of this plant is rebar. We were able to observe the continuous casting process, which has been used at the plant since 1985. Clamshell buckets of scrap are dumped into the electric-arc furnace with amendments added as determined by sampling of the incoming scrap so as to achieve the desired steel composition. After an initial heat in the furnace, which uses carbon electrodes produced by TSK, there is a fine alloy adjustment. The steel is discharged into a tundish and cut into billets, which are cooled outside. Billets are marked by the date and time of the heat. There are about 14 heats per day. From the furnace, we moved to the rebar mill, and watched the reheating of the billets, and the rebar production.

Our final stop was **Verallia Glass**, a manufacturer of containers that was established as the Northwest Glass Co. in 1931 and is currently owned by French glassmaker Saint-Gobain. The Seattle plant makes approximately one million bottles a day, 90% of which go to the wine industry in the Northwest and Northern California. A major renovation was completed in 2010 to improve distribution flexibility and energy efficiency. These improvements come on the heels of a 2009 program that doubled the use of cullet, or crushed recycled glass, to the point where cullet is now over 50% of the overall product. The cullet, which comes from their neighbor eCullet, is mixed with the raw materials of sand, soda ash, and limestone. We began our tour with a 50-year-old movie promoting the company. Following a safety video, we had the chance to watch production up close. After passing the furnace, we watched glass gobs (parisons) drop into forms and be blown to form bottles. The bottles then go through an annealing oven and are coated with a food grade coating to keep them slippery before they cool. There are many inspection points to check for defects, and about 8% of the bottles are rejected, resulting in more cullet.

**The Powering the Northwest Tour**, led by Patricia Fels, took us to the foothills of the Cascade Mountains southeast of Seattle on a picture-perfect day. Greg Watson's bus narration provided a natural and man-made history of the region. A visit to the Cedar River Watershed, from which Seattle derives 70% of its drinking water, included a tour of the **Cedar Falls Power Plant** (online since 1904), the masonry dam (completed in 1918), and a defunct municipal company town. Before leaving we visited Cedar Falls, a sacred spot to Native Americans, where we found trestles that once supported wooden penstocks. After lunch at the Snoqualmie depot, we inspected a Mallet compound steam locomotive before touring the **Northwest Railway Museum's Conservation & Restoration Center**, where an 1898 chapel car and 1912 passenger car were being restored. We next explored the power plant of the **Snoqualmie Falls Lumber Co.**, one of the few remnants of a large industrial complex in opera-

(continued on page 8)



The rotary kiln at the Ash Grove Cement Plant.



The Seattle Electric Company's Georgetown Steam Plant was built in 1906. It exemplifies America's acceptance of, and then reliance upon, electricity in the early decades of the 20th century.

Sharon McCauley

Dennis Firbush



# Richard K. Anderson, Jr.

## 2011 General Tools Award Recipient

Richard Anderson has enjoyed a long and distinguished career as a historical architect working primarily in industrial archeology. For more than thirty years Richard has been at the forefront in producing high-quality measured drawings and illustration of industrial processes using innovative handmade and computer-assisted drawing procedures and techniques. Following his receipt of a Bachelor of Arts degree in Architecture in 1973 from Princeton University and a Master of Arts in Architecture from the University of Pennsylvania in 1976, his stellar work in this regard has continued unabated since 1978, when he began his service as Staff Architect for the Historic American Buildings Survey and Historic American Engineering Record of the National Park Service. At HABS/HAER, Richard prepared exemplary measured drawings, site maps, and diagrams of industrial processes, machinery, and structures for some forty different documentation projects. These included bridges, mines, factories, lighthouses, railroad structures and equipment, and eight ships. His 3D drawings of the Rock Handling Process and the Mine Shaft Skips at the Quincy Mine . . . the cutaway and exploded isometric details of ship framing, such as that for the Schooner *Thayer* . . . and his outstanding leadership of the student effort that produced the one hundred measured drawings of the Boott Cotton Mills in Lowell attest to Richard's skill and diligence. Through his own drawings, his work supervising student architects, and his efforts to improve HAER's instruction manuals for recording projects, Richard has had a profound impact on the style, content, and clarity of HAER drawings. His work for HABS/HAER was recognized by a Meritorious Service Award from the U.S. Department of the Interior in 1990.

After leaving HABS/HAER in 1989, Richard established his own consulting practice in cultural resource documentation and continued his focus on the recording of historic sites and structures. In his role as a private consultant, he has completed some seventy documentation projects to HABS/HAER standards. These include fourteen projects involving boats and ships, six structures and facilities owned by NASA, and numerous ironworks, textile mills, steam engines, and historic buildings. He has also restored engineering and architectural drawings and carried out multiple mapping projects.

Among his most important projects was the industrial-archeological investigation of the Ford Motor Company Piquette Avenue Plant in Detroit, where the Model T was developed and first produced. Richard thoroughly investigated the location and configuration of the so-called "Experimental Room," where the Model T was designed and prototyped, along with several other key areas of this important factory, and compiled a comprehensive and profusely illustrated report that included his drawings.

As a consultant, Richard became an early adopter of computer-aided design, or CAD, for use in historic structure documentation. He also developed advanced techniques for using digital photography, historic views, and three-dimensional CAD modeling to enhance both measured drawing documen-

tation and predictive archaeological site planning. These skills led Richard to serve as an instructor at the 2010 SIA photography workshop at the Colorado Springs annual conference.

Richard has also made a major contribution to the field of industrial archeology by writing and editing several editions of *Recording Historic Structures and Sites* for the Historic American Engineering Record and as the author of the HABS/HAER *Guidelines for Recording Historic Ships*. The more recent editions of these manuals include guidelines for using the CAD methods for which he played such a pioneering role. These manuals have had, and continue to have, a profound impact on the style, content, and clarity of HAER reports and drawings.

Richard has also given long and devoted service to the Society. In 2011 he completed his fifteen-year tenure as Secretary of the SIA. And in the future, when Richard looks at his General Tools Award trophy, he will be reminded of another of his contributions to the Society: the graphic design of the dedication plaque itself.

For the consistently high quality of his work in the specialized realm of graphic documentation, together with his longtime service both to the field of industrial archeology and to the SIA, Richard K. Anderson, Jr. is a worthy recipient of the General Tools Award.

*The General Tools Award was established in 1992 through the generosity of Gerald Weinstein [SIA], chairman of the board of General Tools & Instruments Co. LLC and the Abraham and Lillian Rosenberg Foundation. The Rosenbergs founded General Hardware, the predecessor to General Tools. The award consists of an engraved sculpture ("The Plumb Bob") and a cash prize. The recipient of the award is determined by the members of the General Tools Award Committee, which consists of three members appointed by the President of the SIA. They serve three-year overlapping terms.*

*The General Tools Award is the highest honor that the SIA can bestow. The award recognizes individuals who have given sustained, distinguished service to the cause of industrial archeology. Criteria for selection are as follows: (1) The recipient must have given noteworthy, beyond-the-call-of-duty service, over an extended period, to the cause of industrial archeology. (2) The type of service for which the recipient is recognized is unspecified, but must be for other than academic publication. (3) It is desirable but not required that the recipient be, or previously have been, a member of the SIA. (4) The award may be made only to living individuals. ■*



**Richard Anderson, 2011 General Tools Award Recipient.**

tion from 1917 to 2003. We ended our day at the overlook above Snoqualmie Falls, where the world's first completely underground power plant was built in 1898.

**Lake Union Tour.** The tour started out with a short ride on Seattle's new South Lake Union Streetcar line from near the conference hotel to Lake Union Park on the south shore of the lake. Participants heard from Mimi Sheridan, an urban planner active in the Historic Seattle group, and Leonard Garfield, director of Seattle's Museum of History & Industry (MOHAI), about the important role the Lake Union area played in the city's early industrial development.

Participants were able to view the exterior of the **Naval Reserve Armory**, built in 1942 in the Art Deco style, which is currently being remodeled as the new home for MOHAI (completion expected 2012), and also had time to visit the **Center for Wooden Boats** nearby before boarding the 54-ft. steamboat **Virginia V**, the only operating wooden-hulled, steam-powered vessel remaining from the hundreds of ships in the "mosquito fleet" that served islands and ports throughout Puget Sound until the late 1930s, when increased bridge building allowed automobiles to supplant the fleet. Participants were fascinated by the 400-hp, triple-expansion steam engine, which is in original and pristine condition (although the boiler has been converted to burn oil). The ship's captain also explained that the pilot house was replicated by community college students in a marine trades program.

From there the group traveled to **Gas Works Park** at the north end of Lake Union, where much of the equipment of the old Seattle Gas Light Company's gas works, including large stacks and retorts, still stands as the fascinating centerpiece of a 20-acre park. The group met with local landscape architect Richard Haag, who was the major force behind the preservation of the gas works. He described what can only be called a 40-year struggle—which is not over yet—to ensure that the site was not simply razed and that the public would have reasonable access to the remaining industrial artifacts. He talked about the difficulties of maintaining momentum for the park concept through a succession of mayors and his battles over environmental remediation. Most areas of the

park are accessible after a remediation involving removal of the most contaminated soil to another part of the site, where it formed an artificial hill that was then covered with clean soil. The rest of the site was remediated using pioneering biological techniques including planting legumes to fix nitrogen in the soil and adding 18 in. of sawdust and 12 in. of sewage sludge. One area of towers is still fenced off and participants were required to don hard hats and booties to enter.

After lunch at the park, the group traveled to **Jensen Motor Boat Co.**, which was founded in 1925 by Tony Jensen. His son Anchor designed and built the innovative hydroplanes *Slo-mo-shun IV* and *V* in the 1950s; *Slo-mo-shun IV* set a world water speed record in 1950. Tony Jensen's grandson, Dewitt Jensen, and general manager Peter Proctor showed the group around the small business, which now specializes in the repair of boats, mostly, but not exclusively, wooden. The yard can handle boats from 18 ft. to 80 ft.; current projects include repairs to a large fiberglass Alaskan fishing boat and the restoration of a wood Italian cabin cruiser. There was very little in the way of modern tools and equipment, and some specialized equipment such as wood steamers and the marine railway were fabricated in-house. Then the group went to the **Montlake Cut bascule drawbridge** between Lake Union and Lake Washington near the University of Washington campus. The group was allowed access to the lift mechanism and operators' tower of the 86-year-old bridge. The Washington DOT employees at the bridge were excited to encounter bridge aficionados and happily answered many questions. The tour ended with a short visit to MOHAI's current site where participants were able to get a glimpse of Seattle's history before returning to the hotel.

**Savory Seattle Tour.** This Friday tour, led by Julie Koler, began at the **Hiram M. Chittenden Locks**, begun by the Army Corps of Engineers in 1911 and often nicknamed the Ballard Locks. The first ship passed through on August 3, 1916. The locks, which are still operated by the Corps, provide a link for boats between the salt water of Puget Sound and the fresh water of the Ship Canal, which connects east-



Sharon McCutley

Wine bottles by the thousands at Verallia Glass.



Robert M. Vogel

The as-yet un-reclaimed and fenced-off section of Gas Works Park.



ward to Lake Union through the Fremont Cut. Thousands of vessels use the locks annually including sand and gravel barges, fuel barges, log tows, fishing vessels, and many types of pleasure craft. The complex includes two parallel locks, large and small. The complex also includes a 235-ft. spillway with six gates to assist in water-level control. A fish ladder on the southern edge allows for migration of anadromous fish, like salmon. Although no fish were moving up the ladder during the visit, one could observe smolts going over the spillway tail-first to the sea.

Two of the stops were in the suburb of Woodinville—**Chateau Ste. Michelle Winery** and the **Redhook Brewery**. The winery is located on the former estate and model dairy farm built by timber baron Frederick Spencer Stimson in 1910. The company's roots can be traced back to the repeal of Prohibition, when the Pommerelle Wine Co. and the National Wine Co. were formed. They merged in 1954 to form American Wine Growers. In 1967, the label "Ste. Michelle Vintners" was given to their line of premium wines. Redhook Brewery was established in 1981 during the boom in craft breweries. After a slow start with Belgian style ale and a porter, the company took off with the introduction of Ballard Bitter, which is today called IPA.

Seattle is known for good coffee, so the tour needed to include **Caffé Vita's roasterie**. Caffé Vita was established in a Victorian house at the base of Queen Anne Hill in 1995. They source their coffee directly from farmers in Guatemala, Brazil, Ethiopia, Panama, Sumatra, and elsewhere. **Theo Chocolate** is located in the old Seattle Electric Railway building formerly occupied by Redhook Brewery. The name Theo comes from the Greek name of the Cacao tree—*Theobroma cacao*. Theo's founder, Joseph Whinney, was reportedly the first to bring organic cocoa beans to the U.S. in 1994. Like Caffé Vita, Theo Chocolate works with growers to ensure a quality product, grown sustainably, and offering the workers a higher standard of living

### SUNDAY POST-CONFERENCE TOURS

**Seattle Center and the 1962 World's Fair.** The tour began with a short walk from the hotel to the Monorail, led by Tracy Robinson, director of the Seattle Center Founda-

tion. Seattle Center was built for the Fair, called Century 21. Many of the original attractions remain including the Space Needle, Space Gothic Arches of the Science Center, Mural Amphitheatre, and Key Arena, which began as the Washington State Pavilion. Today the 74-acre campus is still busy, hosting over twenty "Festal" cultural fairs each year. We had a subterranean tour of the double monorail, a direct descendant of the first full-scale test train developed by Alweg in Cologne, Germany. We went underground again for a unique tour of the pumps that powered the International Fountain. The tour finished with city views from the iconic Space Needle.

**Sunday Theatre Tour.** Our tour was led by Roger Van Oosten, an art historian and author of *WPA Murals in the Pacific Northwest*. We began with a visit to the **Paramount**, a Beaux Arts-style building, designed by Cornelius W. and George L. Rapp of Chicago. The Paramount opened in 1928, initially presenting films and vaudeville shows, but live performances declined in the 1950s and the movies had difficulty competing with suburban theaters beginning in the 1960s. In the 1970s, the theatre was used by two different owners for rock, soul, and jazz concerts under the name Paramount Northwest. In 1993, Ida Cole, then a Vice President at Microsoft, interceded to save the out-dated building and restore the theatre. The Mighty Wurlitzer was refurbished, as well.

We walked around the downtown seeing where other grand theatres used to be. One beautiful retail conversion is the Coliseum Theatre with Greco-Roman terracotta designs. It was Seattle's first theatre built exclusively for movies. Our final stop was the **5th Avenue Theatre**, built in 1926 in the Oriental style by architect Robert C. Reamer and interior designer Gustav F. Liljestrom. Like the Paramount, it fell on hard times and closed in 1978. A large group of local companies and community leaders came together to restore and repurpose the theatre to show live Broadway productions. The auditorium's center chandelier is held in the teeth of a great coiling dragon. The proscenium arch features Chinese motifs, including bas-reliefs of the Forbidden City and the Summer Palace. The lobby has a pair of Fu Dogs, which have traditionally guarded China's imperial palaces.

(continued on page 19)



Hiram M. Chittenden Locks.



The chocolate mill at Theo Chocolate.

# Remote Sensing: Applications in Archeology

As part of the SIA's Continuing Education Program, a half-day workshop on remote sensing was held on Thursday, June 2 prior to the Annual Conference in Seattle. Duane Simpson and Grant Day from AMEC Earth & Environmental, Inc. conducted the workshop.

Remote sensing is the use of geophysical instruments to look beneath the soil surface. Local site conditions and the nature of the archeological investigation will shape the choice of the most suitable instruments, and how successful they will be. The intent of remote sensing is to help influence where excavation units will be placed. In some cases, only remote sensing surveys are performed.

The workshop began with an introduction to the primary instruments, their characteristics, and the basics of how they work. The instruments discussed were: ground-penetrating radar (GPR), metal detectors, resistance measurement devices, and magnetometers. It is very common to employ several remote-sensing techniques at a single archeological site because each has advantages that can complement one another and also disadvantages.

GPR devices are typically mounted in a wheeled cart. The antenna must be in contact with the soil for results to be obtained. Thus, they are limited to relatively open sites that are not too hilly. The depth that the device can "see" is influenced by local soil conditions. The GPR is typically used by traversing a grid.

Metal detectors work by sensing the magnetic field induced in subsurface metallic objects by the primary coil in the device. This induced field is received by a secondary coil and is processed by the device into recorded data. Metal detectors come in many different styles, from carts to hand held or backpack units.

Resistance measuring devices measure the electric resistance of the soil. Disturbances from human activity and buried features affect the resistance. In the simplest use, two probes separated by about a meter are pressed into the soil, and the resistance is measured. Other methods add additional probes and take multiple measurements at each point.

The first part of the workshop concluded with a case study from the North Lot at the Shaker village in Union Village, Ohio. Resistance measurements created a fairly complete view of the site and helped pinpoint the placement of the limited number of excavation units budgeted for the project. These units provided a more complete understanding of the site and how the community operated.

The second part of the workshop began with a discussion of magnetometers. These sensitive devices measure minute variations in the earth's magnetic field and are influenced by subtle factors such as the time of day (diurnal variation which can be compensated for) and the presence of metal. Even an operator's eyeglasses or the metal eyelets in shoes can affect the measurements. The instruments are typically hung from a strap around the researcher's neck while walking a grid pattern.

The workshop ended with a discussion about putting it all together via a Geographic Information System (GIS). One approach is to layer the data from remote sensing into aerial photographs and maps in GIS. There is quite a bit of work to take the raw data from the field and import it into GIS, but once done, the result is a powerful tool for studying the site. The GIS software is quite expensive, but there are (nearly) free reader programs that can interactively display the dataset. The workshop's case study was from a German POW camp at Camp Clark, Mo.

Remote sensing has been around for a fairly long time, but advances in electronics, computers and software continue to shape its evolution and usefulness. Properly used, remote sensing can be a powerful tool for the archeologist.

Thanks to Duane and Grant for a very well done workshop. Their hands-on expertise was quite illustrative. The course materials included an extensive bibliography. For a copy, contact Amanda Gronhovd ([gronhovd@10000lakesarchaeology.com](mailto:gronhovd@10000lakesarchaeology.com)) or Jay McCauley ([president@siahq.org](mailto:president@siahq.org)). Thanks to Continuing Education Chair Amanda Gronhovd and Tim Goddard for organizing the workshop.

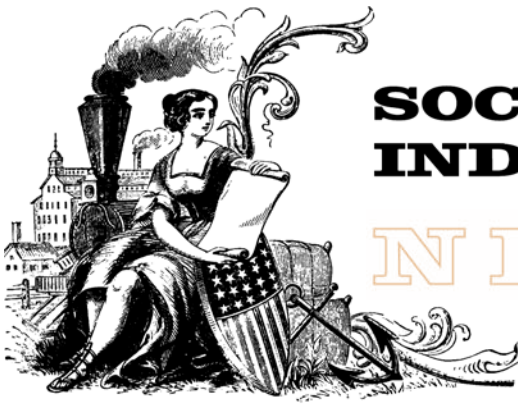
Jay McCauley

## CONFERENCES & WORKSHOPS

**The Business History Conference** invites paper proposals for its annual meeting to be held in Philadelphia, Pa., March 29-31, 2012. The theme for the conference is *Business and the State*. Potential topics include, but are not limited to, the regulation of business, state promotion of business and economic development, standard setting, government rules regarding the organization of business, and the interactions among businesses, consumers, and citizens. Potential presenters may submit proposals either for individual papers or for entire panels. Individual paper proposals should include a one-page abstract and a one-page *c.v.* Panel proposals should include a cover letter stating the rationale for the session and the contact person for the panel as well as an abstract and *c.v.* for up to three presenters. Info: [BHC2012@hagley.org](mailto:BHC2012@hagley.org)

or Carol Lockman, (302) 628-2400, ext. 243.

**The Ephemera Society of America (ESA)** holds an annual three-day conference in Old Greenwich, Conn., March 16-18, 2012, devoted to sharing and exploring various aspects of ephemera. The first day is devoted to presentations of papers around a specific theme and to exhibits and member forums. A two-day ephemera trade fair follows with dealers from around the world. The theme for the 2012 conference is *American Social History as Seen Through Ephemera*. The term "ephemera" includes a broad range of materials printed on paper, making this conference particularly attractive to scholars, librarians, curators, archivists, print historians, collectors, and dealers. Info: [www.ephemerassociety.org](http://www.ephemerassociety.org). ■



# SOCIETY FOR INDUSTRIAL ARCHEOLOGY

## NEWSLETTER

### PUBLICATIONS OF INTEREST

Vol. 40, No. 3

Summer 2011

COMPILED BY

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

#### GENERAL INTEREST

- ◆ Anand Giridharadas. **Meet the Makers.** *NY Times Magazine* (May 15, 2011), pp. 50-54. Efforts by young entrepreneurs to manufacture on a small-scale in a way that is economically viable for products made in the U.S.
- ◆ Harry Kyriakodis [SIA]. **Philadelphia's Lost Waterfront.** History Pr., 2011. 176 pp., illus. \$21.99. Chronicles the history of the city's original port district, from Quaker settlers who first lived in caves along the Delaware and the devastating yellow fever epidemic of 1793 to its 19th-century heyday as a maritime center and the 20th century. Includes extended discussion of shipbuilding, railroading, warehousing, and manufacturing. Laments the routing of I-95 through the heart of the waterfront district and all that was lost due to this decision.
- ◆ **Preserving America's Industrial Heritage.** *Forum Journal*, Vol. 25, No. 3 (Spring 2011). \$8. Avail.: [www.preservationbooks.org](http://www.preservationbooks.org). Published by the National Trust for Historic Preservation. Features a series of articles making the case for saving industrial heritage sites. Includes Duncan Hay [SIA], *Preserving Industrial Heritage: Challenges, Options, and Priorities* and Patrick Martin [SIA], *Industrial Heritage Preservation Organizations and Institutions*.
- ◆ Neil Shea. **Under Paris.** *National Geographic* (Feb. 2011), pp. 104-125. Beneath the city of Paris including Roman-era quarries re-used in the 18th century as catacombs, the Inspection Générale des Carrières which patrols for impending subsidence, and an elite police force which patrols for "cataphiles," those urban explorers who love the underground.
- ◆ **Journal of Interdisciplinary History.** Vol. 42, No. 1 (Summer 2011). The articles in this special issue use historical geographical information systems (GIS) to explore a common theme— railway transport infrastructure and its effects on population distribution and industrial and agricultural economies in 19th- and 20th-century Europe. The authors demonstrate how to integrate spatial analysis into historical research and how to bring a historical dimension to geographical analyses.
- ◆ Clifford Zink [SIA]. **The Roebling Legacy.** Princeton Landmark Publications, 2011. 296 pp., illus. \$50. Avail: [www.roeblinglegacy.com](http://www.roeblinglegacy.com). The Roebling story is a classic American saga spanning the continent and more than 200 years since John A. Roebling's birth in 1806. The Roeblings designed and built the Roebling Bridge in Cincinnati and the Brooklyn Bridge—the "universal symbol of New York," and built the great cables of the George Washington Bridge and the Golden Gate Bridge. They produced wire rope and other products that helped shape modern life, created America's "first sports car" (the Mercer), provided livelihoods for tens of thousands, and built one of the

best company towns in America—"model in every respect." Roebling mills in Trenton, N.J., now serve new uses, and the Roebling Museum in Roebling, N.J., celebrates the remarkable legacy. Inc. list of Roebling bridges and a Roebling family tree.

#### MISC. INDUSTRIES

- ◆ Harold H. Alexander, comp. **Scraps of Paper Lore, A Seductive History of Paper.** Maralex Studios (Arden Hills, Minn.), 2000, rev. Oct. 2009. 80 pp. \$16. Prepared as a catalogue for the exhibition *Paper: Trivia & Treasure* at the Goldstein, A Museum of Design, Univ. of Minnesota. This pamphlet is a chronology of the history of paper, from the earliest natural materials on which script and images could be preserved, through the modern industrial era. The text distinguishes between paper made from vegetable fiber and paper-like material such as bark or papyrus, from which the name "paper" was actually, if erroneously, taken.
- ◆ Dee Horowitz and Edward Bronstein. **Who Made My Bed?** Bloomington, Ind.: iUniverse, 2010. 202 pp. \$17.95. (Avail. [www.iuniverse.com](http://www.iuniverse.com), 1-800-288-4677). Based on family memories and documents, tells the story of Samuel Bronstein who started United States Bedding Company in a room in St. Paul, Minn. It went on to comprise 12 mattress factories, two woodworking plants turning out headboards and other items, an innerspring factory, and a machinery-engineering operation, plus seven licensees manufacturing under the company's King Koil brand.
- ◆ Rob Pavey. **Buried Treasures.** *Augusta Chronicle* (June 18, 2011). Archeological investigation of the Edgefield (S.C.) Pottery has unearthed a 90-ft.-long kiln used by slaves to make alkaline-glaze stoneware.
- ◆ Robert Penn. **It's All about the Bike: The Pursuit of Happiness on Two Wheels.** Bloomsbury, 2011. 199 pp. The author sets out to build his perfect bike by assembling components from various manufacturers. The *NY Times Book Review* (June 3, 2011) describes the quest as part industrial archeology and part adventure.
- ◆ John Tully. **The Devil's Milk, A Social History of Rubber.** Monthly Review Pr., 2011, 480 pp. \$24.95. Examines the labor history of all phases of the industry, along with accounts of technical developments. From initial use for toys and art, by the 19th century, auto, electric, and aviation manufacturers made rubber into one of the world's key commodities and the basis for a major industry in its own right. Looks at the historic roots of the material made from the sap of a variety of tropical plants, and its primitive development as an isolated, labor-intensive

but very profitable jungle enterprise in Brazil. Rubber led to the creation of large multinational enterprises, most vertically integrated, employing large labor forces of varying skill levels. Provides a history of the slave labor development of synthetic rubber in Nazi Europe, and the coincident rapid development of a large state-financed synthetic rubber industry in the U.S. that surpassed natural rubber production in just a few years.

## IRON & STEEL

- ◆ D. Salazar, D. Jackson, J.L. Guendon, H. Salinas, D. Morata, V. Figueroa, G. Manriquez, and V. Castro. **Early Evidence (ca. 12,000 BP [Before Present]) for Iron Oxide Mining on the Pacific Coast of South America.** *Current Anthropology*, Vol. 52, No. 3 (June 2011). Investigation of a prehistoric mine with associated tailings and mining debris on the arid coast of northern Chile indicates that it was exploited by Pleistocene-Holocene hunter-gatherer-fisher groups. It extends known mining activity in the Americas by several millennia and indicates that the earliest inhabitants had mining knowledge and access to iron-oxide pigments used mainly for symbolic purposes.
- ◆ Robert Sharoff. **Chicago to Redevelop U.S. Steel Site on Lakefront.** *NY Times* (Dec. 29, 2010), p. B5. Redevelopment of the 470-acre South Works will be limited to retail until the housing market improves but will eventually encompass housing for 50,000 residents, a high school, marina with 1,500 slips, and more. Most of the site consists of landfill made up of slag. The only remnants of industry will be a small gatehouse and one large masonry wall.

## RAILROADS

- ◆ Derek Boles. **Toronto's Victorian Stations.** *RRH* 203 (Fall-Winter 2010), pp. 20-45. Well-illustrated article describes the evolution of railway stations in Toronto, driven by geography and competing lines, including the construction of three different Union Stations in the second half of the 19th century.
- ◆ Jeff Brouws. **Near the Tracks: The Railroad Landscape as a Site of Cross-Disciplinary Inquiry.** *NRHS Bulletin*

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*With Thanks.*

- (Spring 2011), pp. 4-31. Encourages railroad photographers to document the railroad landscape by looking at it from archeological, anthropological, sociological, and historical perspectives. Also in same issue, Jeff Brouws. **A Burrows Lot Snapshot: The Pleasures of the Local**, pp. 32-35. Photographic perspective from a lot near the Child's Street Yard and the Cargill grain elevators in Buffalo, N.Y. And, Alexander B. Craghead. **The Portland Switching District Project: An Overview.** The switching district, defined as an industrial urban area served by street-grade railroad found in cities of the American West.
- ◆ James D. Dilts. **Three Different Stations Take Different Roads to Rehabilitation.** *RRH* 203 (Fall-Winter 2010), pp. 46-50. The ongoing renovation of Seattle's King Street Station is one of three projects described in this article; the other two are at New London, Conn., and Wilmington, Del. (Fall Tour, 2005). Dilts highlights the stations' different ownership and level of success with renovations.
- ◆ William J. Doyle. **Telephone Train Order Signals.** *RRH* 203 (Fall-Winter 2010), pp. 56-64. The Erie RR's pioneering use of Telephone Train Order (TTO) signals in combination with block signals for main-line operation in the 1910s and 1920s. The article briefly describes applications of TTO on other railroads before it was superseded by Centralized Traffic Control.
- ◆ Alden H. Dreyer. **Riding to the Rooftop of the World: On the Qinghai-Tibet Railway, Keep an Oxygen Supply Handy.** *RRH* 203 (Fall-Winter 2010), pp. 70-80. Travelogue documents Dreyer's personal history of riding trains and his travels on the 2006 extension of China Railways to Lhasa, Tibet. The line transits the Taggula Pass at 16,640 ft. above sea level and 80% of the line is at greater than 13,000 ft. Oxygen is provided to passengers and a physician is on every train. The author makes some eye-opening comparisons of China's railroad network to that in the U.S.
- ◆ H. Roger Grant. **Twilight Rails: The Final Era of Railroad Building in the Midwest.** Univ. of Minnesota Pr., 2010. 275 pp. \$39.95. Examines the success, or lack thereof, of eight railroads, including the Akron, Canton & Youngstown, which were promoted as economic development engines and at least partially built between 1905 and 1930.
- ◆ Don L. Hofsommer. **Robert W. Downing: A Life Worth Remembering.** *RRH* 203 (Fall-Winter 2010), pp. 10-19. Downing (1913-2010) played a guiding role in the merger of the Great Northern and Chicago, Burlington & Quincy railroads to create Burlington Northern in 1970. This biography also covers his early railroading experience with the Pennsy and the Milwaukee Road.
- ◆ Russ Juskalian. **Catching the Bamboo Train.** *Smithsonian* (Jan. 2011), pp. 62-68. In Cambodia, locals take advantage of infrastructure from colonial days to move between towns. They create "norries" from bamboo platforms placed atop wheels salvaged from tanks and powered by motors rescued from farm equipment or motorbikes to putter down abandoned railroad tracks.
- ◆ Donald F. Morrison. **William Robinson, Railroad Signal Innovator.** *RRH* 203 (Fall-Winter 2010), pp. 51-55. Explores Robinson's writings and patent applications and places his inventions in the larger context of railroad signal technology. Robinson created the closed track circuit mechanism, the success of which accrued to George Westinghouse's Union Switch & Signal Co. instead of the inventor.
- ◆ David Plowden. **Requiem for Steam: The Railroad Photographs of David Plowden.** New York: W. W. Norton, 2010. 200 pp. \$65. This tribute to steam locomotion includes a

selection of Plowden's photographs from the 1940s to the end of the steam era in the U.S. Rev.: *Harper's Magazine* (Jan. 2011).

- ◆ Jon Roma. **Changing of the Guard: Marking the End of the "Armstrong" Era.** *RRH* 203 (Fall-Winter 2010), pp. 65-69. On May 2, 2010, the Union Pacific decommissioned the last mechanically operated railroad switch in the U.S., marking the end of a technology that emerged in the 1850s. Roma's article documents the remarkable persistence of "Armstrong" levers, nicknamed for the strong-arm effort required to operate them.
- ◆ Biloine W. Young and Eileen R. McCormack. **The Dutiful Son: Louis W. Hill.** St. Paul, Minn.: Ramsey County Historical Society, 2010. 356 pp. \$36.95. Relying heavily on the Louis Warren Hill Papers, this biography paints a portrait of the heir to the Great Northern Railway as a savvy investor, a master promoter of the West, an important philanthropist, and a family man. Rev.: *Minnesota History* (Spring 2011), p. 198.

## WATER TRANSPORT

- ◆ Seth C. Bruggeman. **The Shenandoah River Gundalow: Reusable Boats in Virginia's Nineteenth-Century River Trade.** *Virginia Magazine of History & Biography*. Vol. 118, No. 4 (2010), pp. 314-49. Amid a burgeoning wheat economy, entrepreneurial Virginians organized the New Shenandoah Co. in 1814 to improve navigation. Boatmen risked dangerous journeys along the turbulent Shenandoah for an opportunity to access the wealth of eastern markets. At the center of this system was a cheap, disposable boat known locally as a "gundalow." Thousands of gundalows traveled from such towns as Port Republic to Harpers Ferry, where they were broken down and sold as scrap lumber. Consequently, gundalow lumber found its way into buildings along the river, including some that still stand today.
- ◆ Daron Deans. **Shipwreck Yields Cannon Off St. Augustine Coast.** *Florida Times Union* (June 28, 2011). Archeologists have recovered two cannons and a number of other smaller artifacts from an unidentified shipwreck. The cannons appear to have been cast by the Carron Ironworks of Scotland prior to 1776.
- ◆ D'Arcy Jenish. **The St. Lawrence Seaway: Fifty Years and Counting.** Penumbra Pr. ([www.penumbrapress.com](http://www.penumbrapress.com)), 2009. 120 pp. \$35. Commemorative history recounts the seaway's construction and operation. Also available as a free (pdf) download, although images are poor ([www.greatlakes-seaway.com/en/pdf/Jenish\\_en.pdf](http://www.greatlakes-seaway.com/en/pdf/Jenish_en.pdf)).
- ◆ Lawrence H. Larsen and Barbara J. Cottrell. **Steamboats West: The 1859 American Fur Company Missouri River Expedition.** Norman, Okla.: Arthur H. Clark, 2010. 256 pp. \$34.95. Recounts what was, at the time, the longest steamboat trip in North America, extending trade deep into the Northwest and significantly advancing transportation.
- ◆ Mary Pickels. **Artifacts Yield Clues about Steamboat Captains' Lives.** *Tribune-Review [Pittsburgh, Pa.]* (June 11, 2011). Archeology project at the Cpt. James Gormley property in Brownsville, Pa. on the Monongahela River. Marc Henshaw, a doctoral candidate in IA at Michigan Tech, is overseeing the excavations.
- ◆ Dana Spiotta. **Going for Broken.** *NY Times* (June 10, 2011). Travel log of row boating on the Erie Canal and the nostalgia of enjoying the industrial landscape near Utica, N.Y., at slow speed.
- ◆ John H. White, Jr. **Royal Steam on the Ohio River.** *Timeline* (July-Sept. 2011), Vol., 28, No. 3, pp. 28-41. Photographic essay and history of the *Queen City*, built in 1897 in a Cincinnati boat yard. She was the last large, locally built steamer and a showpiece and luxury liner much loved by river men and travelers. She had a long service life and was not retired until 1933. *Timeline* is published quarterly by the Ohio Historical Society (OHS).

Avail. with membership (\$40/yr.) or per issue (\$14.50 ppd.). OHS, 1982 Velma Ave., Columbus, OH 43211.

## TOOLS

- ◆ **A Cut Above, The History of the K-BAR Knife.** *Military Times* (Mar. 14, 2011). Discusses technical details of the manufacture and various manufacturers of the standard-issue U.S. Marine Corps and U.S. Navy fighting knife on its 70th anniversary.
- ◆ David R. Russell. **Antique Woodworking Tools: Their Craftsmanship from the Earliest Times to the Twentieth Century.** Astragal Pr., 2010. 528 pp., illus. \$180. The private Russell collection features edge and boring tools from Europe and North America. All tools in the impressive collection are illustrated with photographs including details and makers' marks where appropriate.

## POWER GENERATION

- ◆ Adam Beam. **City Hopes to Make Hydro Plant a Tourist Spot.** *Columbia (S.C.) State* (Feb. 7, 2011). The City of Columbia is planning a riverside park and tours centered on the city-owned hydroelectric plant on the Columbia Canal. The plant, which was built in 1896 to supply power to textile mills, has proved costly to operate and has lost the city several million dollars because of failures to meet quotas to produce electricity under an operating agreement with the local utility.
- ◆ Sarah Marloff. **Laudations in Lansing.** *Preservation Online* (May 13, 2011). The Ottawa St. Power Station, built in 1939, received Michigan's Governor's Award in Historic Preservation for its adaptive re-use as offices for Accident Fund Holdings, a financial services company.

## WATER CONTROL & RECLAMATION

- ◆ Douglas R. Littlefield. **Conflict on the Rio Grande: Water and the Law, 1879-1939.** Univ. of Okla. Pr., 2009. 344 pp. \$39.95. Political and legal history of competing U.S. and Mexican interests, as well as those of states, territories, and local governments to acquire rights to, and control the waters of, the Rio Grande. Focus is on the precedents set by the Rio Grande Project and the Elephant Butte Dam. Rev.: *CRM Journal* (Winter 2010), pp. 87-89.
- ◆ Warren Wise. **Replacing Valves at Pinopolis Dam to Speed Up Boat Traffic.** *Charleston (S.C.) Post and Courier* (Jan. 28, 2011). Describes recent project at the Jefferies Hydroelectric Station on Lake Moultrie. The 69-year-old lock with a 75-ft. lift was the highest in the world when it opened in 1942. Project info: [www.santeecooper.com](http://www.santeecooper.com).

## OIL & PETROCHEMICALS

- ◆ Eric Konigsberg. **Kuwait on the Prairie: Can North Dakota Solve the Energy Problem?** *The New Yorker* (Apr. 25, 2011), pp. 42-53. The perennial demand for oil has created a boom in North Dakota, where the controversial technology of hydraulic fracturing ("fracking") has enabled drillers to tap previously untouched domestic reserves. Photos by Thomas Struth include an impressive array of junk food in front of a control panel.
- ◆ **Oil-Industry History** is an annual scholarly journal published by the Petroleum History Institute ([www.petroleumhistory.org](http://www.petroleumhistory.org)). Vol. 11 (2010) includes Mary L. Barrett, *Earthen Pits in U.S. Petroleum Fields: A History of Nomenclature and Related Usage*; Jeff Spencer, *The Vinton (Ged) Oil Field, Calcasieu Parish, Louisiana*; William R. Brice, *The Drake Well and Unintended Consequences*; Amy Randolph, *Columbia Farm of the Oil Creek Valley, Oil Creek State Park, Venango County, Pa.: 150 Years of Petroleum History*

and Counting; John Harper, *Oil Creek Valley, Pa.—Then & Now*; Jeffrey Pierson, *A Legendary Well Shooter: Orson Leonard Hopkins (1906-1974)*; Jeff A. Spencer, *Early Commercialized Views of Spindletop, Texas and Jennings, Louisiana Oil Fields*; Melissa L. Mann, *Oil 150: Commemorating 150 Years Since Drake Well*; Rasoul Sorkhabi, *George Barnard Reynolds: A Forgotten Pioneer of Oil Discoveries in Persia and Venezuela*; and Francesco Gerali, *The Development of the Italian Oil Industry in the Emilian Apennines*.

## MINES & MINING

- ◆ Tony Avelar. **Slump in Construction Industry Creates a Sheetrock Ghost Town.** *Christian Science Monitor* (June 11, 2011). Empire, Nev. officially became a ghost town when the U.S. Gypsum Co. halted mining, evicted the last residents, and erected a chain-link fence around the property. The zip code has even been discontinued. Gypsum had been mined in Empire since 1923, and U.S. Gypsum has owned the company town since 1948. As late as last year, the mine employed as many as 300 workers mining gypsum, primarily for use in Sheetrock.
- ◆ Ben Benton. **Mining History.** *Chattanooga Times Free Press* (Mar. 4, 2011). The abandoned coke ovens and coal mines of the Dayton Coal & Iron Co. about half of which are now located in the Laurel-Snow State Natural Area north of Dayton, Tenn.
- ◆ John Gagnon. **Tech Archaeologists Tackle the Cliff.** *Michigan Tech Magazine* (Winter 2010-11), pp. 14-16. IA field school at the Cliff Mine (Phoenix, Mich.) looks at one of the earliest mines and the first profitable one in the Lake Superior copper district.
- ◆ Vishal Gulati. **Himachal's Abandoned Hul Mines Get Global Attention.** *News One* (May 1, 2011). Copper mines near Chamba, India, operated from the 15th to 17th centuries, were recently rediscovered by archaeologists. The Archaeological Survey of India is encouraging their study, interpretation, and preservation.
- ◆ Larry Lankton [SIA]. **Hollowed Ground: Copper Mining and Community Building on Lake Superior, 1840s-1990s.** Detroit: Wayne State Univ. Pr., 2010. 375 pp. \$79.95. Focusing on the Keweenaw Peninsula's three largest producers, traces the evolution of technology, communities, industrial relations, and environmental issues. The final chapter looks at the legacy of mining in the region.
- ◆ John Madden. **Dyer Kiln Park: More Industrial Archaeology Preserved.** *www.examiner.com/lansing* (Feb. 1, 2011). On-line article describes the kiln, centerpiece of a small park in the town of Bellevue, Eaton County, Mich.
- ◆ Jesse McKinley. **In New California Gold Rush, Old Mines Reopen.** *NY Times* (Feb. 10, 2011). Rising gold prices make it economically attractive for companies to reopen California gold mines that have been abandoned since the mid-20th century. Many are open-pit operations, but Engold Mining is proposing to pump out the flooded Idaho-Maryland Mine in Grass Valley, sparking environmental concerns. The Amador County government is requiring Sutter Creek Gold Mining's new mill at Lincoln Mine to have the appearance of a 19th-century structure.
- ◆ Loran Smith. **A Small Town Built on Marble.** *Athens (Ga.) Banner* (Feb. 5, 2011). Quarrying in Tate, northwest Georgia, once known for its high-quality pink marble.
- ◆ Damon Tabor. **Like Butterflies in the Jungle: The Quest for the New El Dorado.** *Harper's Magazine* (Feb. 2011), pp. 45-54. The environmental destruction caused by hydraulic gold mining in French Guiana, a truly international phenomenon involving

Brazilian miners, French gendarmes, Bosch pumps from Germany, Kawasaki ATVs, and rising prices on the gold market.

- ◆ Ruth Williams. **Everyone Digs in as Archaeologists Uncover a Wealth of History.** *The Age* (Jan. 9, 2011), *www.theage.com.au*. Work to prepare a broken sewer pipe unearths thousands of gold-rush artifacts in Ballarat, Victoria, Australia. Most date to the mid-19th century and appear to have been associated with a community of Chinese miners. Also surveys the current boom in historic archeological excavations underway in Victoria.

## BUILDINGS & STRUCTURES

- ◆ Alison H. Borden. **Identifying Early Reinforced Concrete Buildings in Scotland.** *EHH*, Vol. 163, Issue EH3, pp. 147-168. Various challenges raised by the preservation of early concrete buildings in Scotland, including understanding of proprietary reinforcing systems.
- ◆ David Monteyne. **Fallout Shelter: Designing for Civil Defense in the Cold War.** Univ. of Minn. Pr., 2011. 376 pp. \$27.95. Traces the partnership that developed between architects and civil defense authorities during the early 1960s reacting to the U.S. government's plan to survey, design, and build fallout shelters.
- ◆ **SCA Journal.** Vol. 29, No. 1 (Spring 2011) includes Guy W. Carwile, *Creating Paradise: The Jack Tar Hotel in Galveston* (the transformation of a humble pre-World War II tourist court into an exemplary mid-century motel with innovative architecture and poolscape); Leslie Wolfenden-Guidry and Susan Lassell, *White Oak Grocery: Gas, Food & Western Swing* (the function of Texas gas stations as a roadside hub for far-flung residents); Debra Jane Seltzer, *Hot Dog Dogs* (hot dog stands with humorous signs depicting dogs, i.e. the canine kind); and Peter Glaser, *Space Age Sensations* (photo essay of late 1950s motels with space-age architectural themes).

## BRIDGES

- ◆ **Bridges across North Dakota.** North Dakota DOT, State Historic Preservation Office, and Kadmas, Lee & Jackson, 2010. Distributed by the State Historical Society of North Dakota. 151 pp., illus. \$19.95. Photographs by George Dutton. History and engineering of the state's bridges. The publication is an outgrowth of the state's historic bridge inventory sponsored by the DOT.
- ◆ Henry Fountain. **In Nevada, the Viewing Has Begun from the Hoover Dam Bypass Bridge.** *NY Times* (Jan. 28, 2011). The new arch bridge over the Colorado River on U.S. Route 93 has become a tourist destination. Includes tips for visiting the bridge and links to websites offering background.

## ABBREVIATIONS:

EHH	= Engineering History & Heritage (U.K.)
NRHS	= National Ry. Historical Society
RRH	= Railroad History
SCA	= Society for Commercial Archeology

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

# Call for New Book Review Editor

The SIA seeks a volunteer to serve as Book Review Editor for *IA: The Journal of the Society for Industrial Archeology*. The Book Review Editor works with the Editor of *IA* and has responsibility for ensuring that there is a suitable number of book reviews for each issue of the journal. The Book Review Editor receives books from presses and publishers; determines which books would be appropriately reviewed in the journal; finds a suitable reviewer for each book to be reviewed; sends each book to the person who agrees to review that book, along with instructions for reviewers; conducts follow-up correspondence to assure that reviewers submit their reviews in a timely manner; receives book-review manuscripts; edits the book reviews as necessary; and works with the Editor to assemble an appropriate number of reviews for each issue of *IA*.

Terry Reynolds, Dept. of Social Sciences, Michigan Technological Univ., has served as Book Review Editor for about fifteen years. He will retire from Michigan Tech in December 2011, at which time he will also retire as Book Review Editor of *IA*. The new Book Review Editor will begin in January 2012. The last few months of 2012

will be a transition period, during which Terry Reynolds will convey lists of outstanding reviews, model correspondence, and other useful materials to the new Book Review Editor.

If a person wishing to volunteer for the position is employed by a college, university, or other institution, the SIA encourages the volunteer to obtain authorization to have his/her institution cover postage and other costs associated with shipping individual books (estimated at less than \$200/year). The SIA is willing to reimburse those costs if the volunteer is unaffiliated with an institution. Persons wishing to in serve as Book Review Editor are asked to send a letter expressing interest to Fredric L. Quivik, Editor, *IA*, Dept. of Social Sciences, Michigan Technological University, Houghton, MI 49931. The letter should contain a summary of the applicant's experience with scholarly book reviews and a description of how the applicant intends to cover shipping costs (e.g., through his/her institution or by asking the SIA for reimbursement). Persons with specific questions about the position should contact Terry S. Reynolds ([treynold@mtu.edu](mailto:treynold@mtu.edu)) or Fred Quivik ([flquivik@mtu.edu](mailto:flquivik@mtu.edu)).

## MINUTES (continued from page 4)

"The other major initiative has been to seek alliances with like-minded organizations. Former President Mary Habstritt and Executive Secretary Pat Martin have been working for a long time with the J. M. Kaplan Fund to help them meet their goal of supporting industrial heritage preservation. One result was a workshop convened by the National Trust for Historic Preservation last fall, 'Industrial Heritage Retooled.' The SIA was well represented, and I wrote about it for *SIAN*. The most recent issue of the *NTHP Forum* magazine is devoted to industrial heritage, including an article by our own Duncan Hay. The success of the workshop led to proposals on industrial heritage topics for the National Preservation Conference in Buffalo the weekend after our Fall Tour. These resulted in a full, three-day 'thread' on industrial heritage, including a full session on *IA*, featuring papers by Pat Martin, Fred Quivik, and Bode Morin. I'll be in a webinar later in June.

"At the other end of the spectrum, we're the 'big guys' to smaller organizations with similar goals but more narrowly focused. I have used the Society for the Preservation of Old Mills (SPOOM) as an example (also because I love to say SPOOM). Then one day I got an e-mail from their President asking about the possibility of some joint activities. We chatted and agreed to, at the very least, swap major calendar entries. If you are involved with similar organizations where there might be mutual benefit, please have them contact me.

"I want to close with a challenge for each of you. Before the end of June, pick one thing that you can do personally

that helps the SIA and its goals. Write it down, and make it happen!

"Thank you for your attention and support of *IA*."

**Secretary's Report.** Secretary Justin Spivey stated that minutes of the previous year's Annual Business Meeting were published in *SIAN* Vol. 39, No. 3 (Summer 2010). He asked for amendments or corrections; none were forthcoming. President McCauley called for a motion to approve the 2010 Annual Business Meeting minutes as published. Vance Packard so moved, another member seconded the motion, and it passed unanimously.

**Treasurer's Report.** Treasurer Nanci K. Batchelor read her report: "The Society maintains its books and records on a cash basis, and maintains a calendar year for tax and reporting purposes. SIA is classified as tax-exempt under the IRS Code 501(c)(3) as an educational organization and we file a Form 990 tax return yearly. The following report is for the year that ended December 31, 2010.

"We began 2010 with a total fund balance of \$218,446. Cash receipts for the year totaled \$83,533. The majority of our annual income comes from the various membership dues categories. In 2010 the total dues received were \$73,000. The remaining balance comprises interest income, contributions in both general and restricted funds of \$5,065, publication sales, and excess proceeds from tours and conferences.

"Total expenses for the year were \$72,271. The production costs of our publications, the newsletter, and the journal combined for a total of \$13,695; \$43,475 was spent on

(continued on page 17)

# The Cleveland-Cliffs Iron Co. Digitization Project

In April 2011, the Central Upper Peninsula and Northern Michigan University Archives launched the National Historical Publications & Records Commission (NHPRC) grant-funded Cleveland-Cliffs Iron Co. (CCI) Records Digitization Project Website. Over the course of one year, the project team digitized approximately 70,000 pages of documents that record the history of the mining and lumber industries in Michigan's central Upper Peninsula from 1856 through 1960. The original records are on deposit at the archives under the ownership of the State of Michigan. The location of the documents in the Upper Peninsula has made it difficult for researchers to access them in the past. The availability of the documents through the CCI website creates a worldwide research audience.

In the mid-1840s, word of the wealth of resources being mined in the central Upper Peninsula by companies such as the Jackson Mining Co. was spread through the lectures of Charles Jackson and Charles Whittlesey. The lectures attracted a group of investors from Cleveland led by Dr. J. Lang Cassels. The Cleveland Iron Co. was officially established in 1847 and in 1850 became the Cleveland Iron Mining Co. of Michigan. The Iron Cliffs Co. had opened the Barnum Mine in 1868. It merged with the Cleveland Iron Mining Co. in 1891 to form CCI.

CCI and its subsidiary companies were not only engaged in the mining and lumber industries, but were also involved in tourism, agriculture, and hunting investments. Like other mining companies, CCI used paternalistic methods to keep their employees satisfied and to attract new employees. By 1854, the Cleveland Iron Co. was building residences for workers and their families as well as building boarding houses, company stores, and community buildings. Progress continued in 1889 when it built a hospital in Ishpeming. CCI also provided safety training for their employees as well as health and life insurance and pension plans.



Archives of Michigan

*Logs from Weston Lands in Schoolcraft County, Mich. Source: Cleveland-Cliffs Iron Co. Agents Annual Report of the Lumber Dept., 1910, p. 20.*

The website includes two records series, the Agents' Annual Reports of the Lumber, Land, and Mining Departments, and Historic Maps. Users can access the records through links within the Encoded Archival Description finding aid inventory. The Agents' Annual Reports include tax and land records, engineering surveys and construction work, and forestry and logging. Researchers will also have access to demographic information about early CCI employees. The Historic Maps series contains documentation about mining operations, explorations with core samples, forestry, mineral rights, and surface level maps of cities such as Ishpeming, Munising, Negaunee, and Marquette.

The master tiff files for the Agents' Annual Reports were scanned at 300 dots per inch (dpi), grayscale on a Plustec OpticPro A320 flatbed scanner. The project team then created derivative JPEG access files for the project website. All but twenty-nine of the Historic Maps were scanned with the Xerox 510 Wide Format scanner at 300 dpi, 24-bit color. The remainder of the maps was photographed with 12 megapixel Digital Single-Lens Reflective camera with interchangeable lenses at the WNMU television studio. After the documents were scanned they underwent quality control by the project team. The documents were then linked to the inventory of the CCI online finding aid using Adobe Dreamweaver software. The online finding aid provides collection and series level descriptive and technical metadata for researchers. Also available to researchers are 262 historic photographs on the Central Upper Peninsula and NMU Archives' Flickr photostream ([www.flickr.com/photos/nmu\\_archives](http://www.flickr.com/photos/nmu_archives)) that were selected from the Agent's Annual Reports of the Mining Dept. The Flickr photostream can also be accessed through a link on the CCI website.

In addition to the historic documents available on the website social studies lesson plans for Michigan fourth-grade students were also developed by the project team. The les-



*Storage battery locomotives in Republic Mine, Central Upper Peninsula, Mich. Source: Cleveland-Cliffs Iron Co. Agents Annual Report of the Mining Dept., 1920, p. 701.*



## **MINUTES** (continued from page 15)

labor; postage was \$2,310; insurance, prizes, awards, and scholarships were \$2,100; preservation grants program \$3,000. Office overhead and a few miscellaneous items made up the rest.

"The Society closed 2010 with excess revenues over expenses of \$11,261. This is primarily due to not printing the journal in 2010. The total fund balance was \$231,391, of which \$38,890 is in restricted funds.

"To date in 2011, the Society has had a total of \$35,947 in cash receipts and has expended \$32,847."

**IA Journal.** Editor Fredric L. Quivik reported that he began as editor in January, and so he credited issues published this year to the efforts of his predecessor Pat Martin. He was pleased to report that we will have two double issues by the end of this year, one on the West Point Foundry compiled by Pat Martin and Steve Walton, and the other on IA in art compiled by Betsy Fahlman. This means that the journal will be published through 2009 by end of this year, and hopefully caught up next year. He encouraged members to continue sending in articles.

**Newsletter.** Editor Patrick Harshbarger was unable to attend the meeting, so President McCauley summarized his report. One big change implemented this year was electronic delivery, via a web link that is e-mailed to members as the hard copy issue is sent to press. He emphasized that SIA will continue sending the hard copy unless a member specifically requests not to receive it.

**Student Scholarship Committee.** President McCauley summarized the committee's report on behalf of Chair Patrick Harshbarger. This year, SIA offered a scholarship for one student to attend the conference, but he was unable to attend. President McCauley felt that it was important to get students involved.

**Continuing Education Committee.** Chair Amanda Gronhovd thanked committee members Anthony Meadow and Tim Goddard for their service. A workshop on geophysical techniques was offered on June 2, but attendance was low; the committee would have liked it to be higher. A laser imaging (LIDAR) workshop is planned for the 2012 conference. The committee has started a continuing edu-

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## **CLEVELAND CLIFFS** (continued from page 16)

son plans were developed using Michigan Content Level Standards and Expectations. They cover the topics of agriculture and mining history in the Upper Peninsula, map analysis, and critical thinking using historic documents. Finally, the CCI website is linked to an instructional project blog on WordPress ([cciarchives.wordpress.com/](http://cciarchives.wordpress.com/)). The CCI Project blog was created to record the progress of the project and provide information on the digitization of historic documents for interested archivists and other public historians.

The CCI Digitization Project website can be viewed at <http://archives.nmu.edu/cci/Index.html>.

Rachael Bussert

cation column in SIAN, and Ms. Gronhovd invited contributions from others. They also spurred creation of a new continuing education section of the website with links to information about past workshops and reprints of the newsletter column.

**Finance Committee.** Chair Kevin Pegram announced that SIA now has a planned giving program that will soon be described in SIAN and on the website.

**Historic Preservation Advocacy Committee.** President McCauley summarized the committee's report on behalf of Chair Rick Greenwood. The committee received four requests for assistance over the past year. One property was demolished before the request was received, one (Boeing Plant No. 2) was demolished a week after, one was a victim of state austerity but archeologically mothballed so that it could be excavated later, and the last was turned down because the committee felt it was not nationally significant, among other issues. President McCauley emphasized the importance of conserving SIA's advocacy efforts in order to maintain the strength of our voice. Two years ago SIA advocated for three sites, two of which ended up on the National Trust's 11 Most Endangered list.

**Industrial Heritage Preservation Grants.** Chair Carol Litchfield thanked committee members Maryellen Ficker and Nancy Goodwin for their service and summarized the grants program. The committee received eight applications, all of which met the minimum criteria, and three of which the committee decided were worth funding: the Chicago & North Western Ry. Technical Drawing project will improve online access to over 20,000 drawings; the Itasca Historical Depot project will restore wood doors; and the Grove's Mill project will produce a documentary of a water-powered grist mill that has been in operation since 1783. Ms. Litchfield encouraged SIA members to submit grant applications directly to headquarters, with the next deadline being March 1, 2012.

**Technology Committee.** For his report, President McCauley said, "I'll tweet you," which earned a laugh. To explain the committee's progress, he cited the Silicon Valley model of throwing spaghetti at the wall and seeing what sticks. Ongoing initiatives include Facebook, LinkedIn, Twitter, and the eNews via Constant Contact. The committee is also exploring smartphone-touring applications. Holding up his conference name tag, President McCauley showed ribbons indicating that his photos from the conference would be posted on Flickr and Picasa. He encouraged SIA members to send him ideas, particularly free ones.

**General Tools Award.** Committee member Charles Parrott read a citation awarding the 2011 General Tools Award to former Secretary Richard K. Anderson, Jr. (see article in this issue). Mr. Anderson was unable to attend the meeting, so Charles Hyde read a statement on his behalf accepting the award, which was met with lengthy applause.

**Membership Committee.** Chair Justin M. Spivey thanked committee members Don Durfee, Lynn Rakos, and Tim Tumberg for their service. He reported that SIA has 1,436 members not including those sharing joint memberships;

(continued on page 23)



## Marie Nisser (1937–2011)

It is with great sadness that we report the passing of a pioneer in industrial heritage, Professor Marie Nisser. After years of valiant struggle with cancer Marie died during the night

of August 11//12 in her home in Stockholm.

Born in 1937 in Stockholm, Marie enjoyed a broad education that included time on the Continent. She regularly displayed this breadth in international company, as she seamlessly shifted between the several languages that she spoke with fluency, and demonstrated her extensive knowledge of history, technology, and culture.

Marie earned her Licentiate degree in the History of Arts at the University of Uppsala in Sweden, with a thesis about fortification engineering in Sweden during the 17th to 19th centuries. In addition, she studied a year at the Stockholm Royal University College of Fine Arts/Architecture (“Mejan”), in a project called “Nordic wooden towns,” some of which were under the threat of being pulled down. At this time in the late 1960s to 1970s, there was an increasing interest for the history of working people and industry in Sweden. In this context, her focus on the history of architecture and engineering awakened an appreciation for the built environments of work and industry. During her research at Uppsala University, she established contacts with others in Sweden and internationally, who shared those interests.

Marie was among the early cadre of scholars studying industrial heritage in Europe, paying particular attention to the iron and steel industries in Sweden. She was a regular and enthusiastic participant in the early conferences at Bath in the 1960s, then later the TICCIH Conferences that began at Ironbridge in 1973. Professor Nisser initiated and arranged the Third TICCIH Conference, held in Sweden in 1978. Marie subsequently played a central role in the organization, hosting many meetings, serving on the Board, and was elected President at the TICCIH Congress held in Lowell and Boston in 1984.

In 1968, together with Kenneth Hudson—one of the most prominent actors within British industrial archeology in the 1950s—she took a leading role in the first initiative in Sweden to document industrial heritage. In the early 1970s, she worked for the Association of Pulp and Paper Engineers, leading one of the first large scale efforts to document industrial heritage in Sweden—a complete documentation of paper and pulp mills in the forested region of Värmland and Dalsland. For many years, with her position in Uppsala as

a platform, she undertook a great number of projects documenting industrial sites in Sweden—industries in operation as well as historic remains of older industries, such as paper and pulp, iron and steel, hydropower, textiles, and canals. The projects were financed by industrial corporations and trade organizations in Sweden, as well as by county governments, national, regional and local museums. In many cases, it was Marie who initiated the projects. Marie also took part in initiating historical committees in the branch associations for the iron and steel industry, paper and pulp industry and hydropower, where she became an engaged member.

In 1992, the Swedish research foundation for humanities (HSFR) recognized the growing importance of the field of industrial heritage and Marie’s work by awarding her a chair in Industrial Heritage Research. Marie chose to establish that seat at The Royal Institute of Technology (Kungliga Tekniska Högskolan, or KTH). From this position she created a pioneering PhD program, mentored a number of successful students, and conducted numerous ground-breaking studies. Among her many accomplishments, one she recalled with particular fondness was the international training program called the Nordic/Baltic Industrial Heritage Platform. This was a project that linked representatives from the Nordic nations with a number of their Baltic neighbors in a multi-year program of training and research designed to have mutual benefits across borders that had been profound barriers during the Soviet period. This program provided a venue for interaction that had lasting effects, especially on young professionals establishing themselves in the context of this young discipline of study and practice.

It was during her time at KTH that she also saw sites such as Engelsberg Bruk inscribed onto the World Heritage List (1993), along with the Great Copper Mountain in Falun (2001), and numerous other sites recognized by national and regional governments. Marie worked tirelessly to see that these sites were valued, using her considerable skill and influence with government and corporate bodies alike.

Many SIA members first met Marie during the “Whither IA?” Conference at Lowell in 1998, where she offered an engaging presentation about Industrial Heritage studies in Sweden and Europe in general. Though Marie shifted formally to Emerita status in recent years, she remained intensely active, providing guidance to students and colleagues around the world. She was very much present and active at the last TICCIH Congress, for instance, in Freiberg during 2009. Hers will remain an influential voice in the memories of all who knew her, thanks to her unique combination of intellect, critical thinking, energy and care for those around her.

*Patrick Martin and Dag Avango*

## IA ON THE WEB

**Cold War Museum** ([www.coldwar.org](http://www.coldwar.org)). The Cold War Museum is located in Vint Hill, Va., in a former U.S. Army communications center. The website offers many links to Cold War history and describes the collection of artifacts, books, and memorabilia that will eventually be displayed. Of IA interest are items related to military and civil defense infrastructure. The affiliated **Cold War Times** ([www.coldwartimes.com](http://www.coldwartimes.com)) is a newsletter of Cold War heritage preservation efforts.

**Fire Control Computers** ([www.youtube.com/watch?v=\\_8aH-M3PzMO](http://www.youtube.com/watch?v=_8aH-M3PzMO)). U.S. Navy training film from 1953 explains the impressive mechanical design and operation of analog computers used to solve train and elevate orders for naval gunnery.

**History of Plastics Collection** ([www.plastics.syr.edu](http://www.plastics.syr.edu)). The Special Collections Research Center at the Syracuse University Library has unveiled a new website of information and images of the more than 2,000 artifacts in its Plastics Collection, the largest university-based resource on the history of plastics. The site also links to more than 40 archival collections on the history of plastics, and to the library's cat-

alog of several thousand books and periodicals related to the history, science, technology, and business of plastics. New information and artifacts are added regularly.

**Postcards of Fulton, N.Y.** (<http://fultonhistory.com>). Postcards, photographs, and more related to the history of the town of Fulton and beyond including of IA interest American Woolen Mills, Hunter Arms Co., and N.Y. Barge Canal.

**Rubber Matters** ([www.chemheritage.org/research/policy-center/oral-history-program/projects/rubber-matters/default.aspx](http://www.chemheritage.org/research/policy-center/oral-history-program/projects/rubber-matters/default.aspx)). A new on-line exhibit created by the Chemical Heritage Foundation explores the U.S. Synthetic Rubber Program, begun after the bombing of Pearl Harbor suddenly cut off most of the nation's natural rubber supply. Based on oral interviews with scientists and engineers who worked to solve the "rubber problem," ultimately providing enough synthetic material to support the war effort.

"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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## IA IN THE PACIFIC NW (continued from page 9)

**Pioneer Square Tour.** The tour, led by Leonard Garfield, journeyed through the oldest neighborhood in Seattle—Pioneer Square. The area dates back to 1852, when a party led by Arthur Denny moved here from Alki Beach. Henry Yesler arrived at this point soon after and built Seattle's first industrial site, a steam-powered sawmill located at the pier at the foot of what is now Yesler Way, which was nicknamed "Skid Road" because of the incline that logs were rolled down to be processed.

Seattle persevered despite a Native American attack in 1856 and economic busts. By the late 1880s, it housed 40,000 residents and was the largest city in Washington. The fire of 1889 destroyed most of the wood-framed structures, which were quickly rebuilt in stone. The area was re-graded to improve drainage, which resulted in the streets moving up to higher stories of abutting buildings. The Seattle Underground Tour, an institution since 1972, visits the subterranean old city of Seattle.

As the heart of the city moved north following the Klondike Gold Rush, Skid Road became Skid Row. Preservationists grouped in the late 1960s to save the area's beautiful Victorian and Edwardian Era architecture from demolition. The cobblestone streets and horse-drawn carriages remind visitors of Victorian Era city life. The tour visited **Pioneer Place** at the corner of St. James and First Avenues. The iron pergola was built as a streetcar passenger shelter for the 1909 World's Fair set on what is now the campus of the University of Washington. A Tlingit totem pole is also there. Other totem poles are located in and around Occidental Park.



*The Paramount Theater lobby.*

Sharon McCauley

## SITES & STRUCTURES

The **B&O Railroad Museum** is proud to announce the completion of the restoration of one of America's rarest steam engines, the **#305 Camel**, and its return to the B&O Roundhouse in Baltimore. The historic locomotive was one of the 22 locomotives and cars that were severely damaged by the roundhouse roof collapse during the President's Day blizzard of 2003. The locomotive was unveiled at a ceremony held on June 11. The camel design, named because the locomotive's cab rests directly on top of the boiler, was introduced in 1848. It was one of the most peculiar and widely recognized designs used by the B&O. A true workhorse, several hundred camels were built; however, this is one of only two surviving B&O camels. Previously known as the #217, the locomotive was built in 1869 as #305, and renumbered #187 in 1884. It was retired in 1892 and began a career as a public relations locomotive. It was displayed during the 1893 World's Columbian Exhibition in Chicago as #129, and renumbered again as #217 in 1927 for the B&O's 100th Anniversary celebration known as the Fair of the Iron Horse. It has been meticulously restored and presented as its original #305.

The **Pillsbury A Complex** (Minneapolis, Minn.) and **Fort Gaines** (Dauphin Island, Ala.) were named to the National Trust for Historic Preservation's 11 Most Endangered Historic Places List for 2011. The Pillsbury Milling Co.'s A Complex (tour site—1983 SIA Annual Conference) on the banks of the Mississippi River was built in 1881 when it was considered the most advanced flour mill in the world. The mill closed in 2003. Rehabilitation plans fell through in 2006 before restoration could begin and the new owners are proposing to divide the site for construction of high-end apartment complexes. Piecemeal development could strip the mill of its National Historic Landmark status. Fort Gaines, the site of an important Civil War battle for control of Mobile Bay, is threatened by shoreline erosion and the high costs associated with stabilization.—*Preservation Magazine* (July/Aug. 2011)

The **Old Labor Hall** in Barre, Vt. (banquet site—2010 Fall Tour) was inundated during a late May rainstorm. Over six feet of water poured into the basement and caused damage estimated at more than \$100,000. Insurance covers only 40% of the loss. The Barre Historical Society (BHS) is undertaking a fundraising campaign to repair this historic venue, which is used for many historical and community events. To make a donation: BHS, Box 496, Barre, VT 05641; [www.oldlaborhall.com](http://www.oldlaborhall.com).

The City of Waynesboro, Ga., has preserved the **Waynesboro Ice Plant** for use as a museum and visitors center. The plant, built in 1905, operated until the 1970s and was slated for demolition in 2005 until the bids for demolition came in too high. As an alternative, the city sought out

Georgia Department of Transportation and Federal Highway Administration enhancement grants to rehabilitate the plant. Ice-making machinery, a traveling bridge crane, and tools found in the plant have been incorporated into the museum.—*Augusta Chronicle* (July 5, 2011)

A season of underwater archeology has yielded an anchor, measuring over 11 ft. long and weighing nearly 3,000 lbs., from the wreck of the **Queen Anne's Revenge** off the coast of Morehead, N.C. Discovered in 1996, the wreck has so far yielded over 250,000 artifacts, many of which are now on display at the N.C. Maritime Museum in Beaufort. The anchor is the largest artifact yet raised. In 1717, Edward Teach or Thatch, popularly known as the pirate Blackbeard, captured a French slave ship and renamed it *Queen Anne's Revenge*. The ship sank in 1718. Archeologists are planning to complete recovery of all of the artifacts from the wreck by the end of 2013. Six cannon and three other anchors remain to be recovered.—*Charlotte Observer* (May 27, 2011)

The Embankment Preservation Coalition of Jersey City, N.J. is working to preserve a massive stone embankment, one of the last remnants of the **Pennsylvania RR Harsimus Branch**. The coalition is raising funds to rehabilitate it for use as a habitat-oriented park and segment of the East Coast Greenway biking and walking trail from Maine to Florida. For more than one hundred years, the Embankment and a predecessor elevated structure carried the PRR to the Hudson River, contributing to the growth of the Port of New York and New Jersey. The coalition considers preservation of the transportation corridor essential to good public access to the Hudson River from downtown Jersey City. Info: [www.embankment.org](http://www.embankment.org).

Preservationists in Minneapolis are fighting to preserve **Mill Ruins Park** at St. Anthony Falls on the Mississippi River. The park is threatened by proposals for a new hydroelectric plant. The park opened in 2001 and immediately became an important link in the city's greenway system. It is a place to view the only falls on the Mississippi and celebrate the history of the waterpowered flour mills that put Minneapolis on the map as the center of the region's flour industry.—*Preservation News* (May 24, 2011)

On June 13, the N.Y. State Canal Corp. celebrated the 110th anniversary of the **tugboat Urger**. The *Urger* is the oldest vessel operating on state canals and is now used as a floating museum and classroom. She was built in 1901 at the Johnston Brothers Shipyard in Ferrysburg, Mich., and originally christened the *Henry J. Dornbos*. In 1922, she was renamed the *Urger* and went into service as a maintenance tug for the N.Y. State Canals. She was originally equipped with a coal-fired steam plant, but some years ago

(continued on page 19)

# Historic Glass Lab Seeks Assistance

**Preston Laboratories**, built and occupied by Dr. Frank W. Preston in 1936, has been donated by the Preston Estate to Butler Township in Butler County, Pa. The complex has three major glass research buildings set in an 88-acre English-style garden. Preston was a major player in the field of glass strength, breakage, beverage containers, and bottling. His work made Corelle dinnerware possible; he likely participated in the Manhattan Project, consulted on telescopic lens polishing, held a very large number of patents, and established enduring A.S.T.M. standards. It has been stated that almost all beverage handling around the world uses his technology in some form. In addition, he was an avid ornithologist and ecologist whose work led to the founding of the Western Pennsylvania Conservancy, Moraine State Park, and more.

Long-term preservation research and planning have been on-going for six months. There is an archive of nine linear ft. of papers on all topics relating to Preston and some 900 black-and-white photo negatives, all from the 1930s and 1940s, as well as other materials and the site itself. The lab now feels it would be valuable to have outside experts to review the project and offer some credibility with the township. For those involved, it is time to pause and ask for a fresh perspective. The consultation would need to be undertaken as a professional courtesy in these cash-strapped times. Researchers who wish to use the archives are welcome. Info: Mike Gimigliano, [mgeca@zoominternet.net](mailto:mgeca@zoominternet.net).



*The instrument building at Preston Lab, c. 1940s. In the foreground are bird cages that Preston kept for his ornithology work.*



*Preston Lab, c. 1940s.*

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## SITES & STRUCTURES *(continued from page 20)*

that was replaced by a direct-reversing diesel engine. In 1991, the *Urger* began a new life as a floating museum that has since introduced more than 100,000 school children to the history of the Erie Canal.

The **Great Northern Grain Elevator Complex** (tour site—1992 SIA Annual Conference, Buffalo, N.Y.) has stood vacant for nearly 30 years and has been under threat of demolition for the past 20 years. A few months ago, demolition came one step closer to reality when the city's Commissioner of Inspections & Licenses overrode the preservation board and approved owner Archer Daniels Midland's (ADM's) request for a demolition permit. Among the structures to be demolished is the original **Wheeler Elevator**, built in 1909 and an important early example of a reinforced-concrete elevator that took the form of an older wood elevator with its monitor roof and marine tower, illustrating the evolution in elevator construction technology and materials. Preservationists are working on an 11th-hour rescue plan but have long been stymied in coming up with a viable reuse strategy.—*Preservation Online* (Apr. 2011) ■

## IA EXHIBITS

**100 Elements of Industrial Heritage in Spain** is an exhibit produced by TICCIH-Spain that will be on display in various Spanish cities through 2012. The opening ceremony was held in Madrid on Mar. 22. Each of 100 exhibit panels illustrates the history of a Spanish industry with photographs of industrial landscapes, factories, and machines. The exhibit is accompanied by a handsome catalogue. Info: [www.ticcih.es](http://www.ticcih.es).

**Vidalia Onion Museum Opens.** In April, a new museum opened in Vidalia, Ga., telling the story of the town's namesake crop. Exhibits explain the science behind the onions that are sweet because of low-sulfur soil and other climatic factors. Farmers began growing the onions during the depression of the 1930s to supplement tobacco and cotton. In the late 1940s, the Piggly Wiggly supermarket chain began selling the onions throughout the South. By the 1980s, Vidalia onions were fetching such high prices that farmers from Florida to Texas were shipping their onions via Georgia in order to cash in on the premium. In 1989, south Georgia's farmers in a 20-county region gained the exclusive right to market onions under the Vidalia brand. Today, it is a major industry producing annually about 200 million lbs. of onions valued at \$150 million. Info: [www.vidaliaonion.org/about\\_us/vidalia\\_onion\\_museum](http://www.vidaliaonion.org/about_us/vidalia_onion_museum). ■

## CHAPTER NEWS

**Oliver Evans** (Greater Philadelphia) held its annual meeting and picnic on June 11 at Pier 3 on the Delaware River waterfront. Chapter member Harry Kyriakodis presented a slide show on the history of the northern part of Old City's waterfront. Many of these images appear in his new book *Philadelphia's Lost Waterfront* (History Press, 2011). Following the show, Harry led a walking tour.

**Roebling** (Greater N.Y.-N.J.) toured the Muller Boat Works in Brooklyn on June 25. The works was established in 1937 and is still run by family members Jimmy and Kathy Muller. Tour participants saw a full-range operation that builds, maintains, and repairs small to mid-size boats such as yachts, sailboats, and ferries.

**Samuel Knight** (Northern Calif.) has been exploring Oakland's borax connection with a two-part tour. On July 9, chapter member Phil Bellman led a walking tour of F.M. "Borax" Smith's 10-acre estate in Oakland. Smith built his fortune on a borax mill located at Teel's Marsh in the rugged desert areas near Mono Lake on the California-Nevada border. On Sept. 23, chapter members will travel to this remote area to view the remains of Smith's borax mill built in 1873.

**Correction.** *SIAN* (Spring 2011) mistakenly reported that William Burt and Craig Austin are the editors of the Southern New England Chapter's new website ([www.sia-web.org](http://www.sia-web.org))

[chapters/snec/snecindex.html](http://chapters/snec/snecindex.html)). This note should have read that Karl Danneil created the website and is the site keeper. Any chapter member with announcements, news, notice of events, etc. should contact Karl via the website.

**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)). ■

## MEMBER NEWS

**Jim Garvin** has been honored with the New Hampshire Preservation Alliance's Annual Preservation Achievement Award. The ceremony was held at Concord City Auditorium on May 10.

Wiss, Janney, Elstner, Associates, Inc., is pleased to announce that **Justin M. Spivey**, PE, has joined the firm's Princeton branch as a Senior Associate. Justin specializes in the condition assessment, renovation, repair, and adaptive reuse of existing structures, and has worked with many National Register and National Historic Landmark properties. He is a licensed professional engineer in California and Connecticut. Justin is currently serving as the SIA's Secretary. ■

## HISTORIC BRIDGE NEWS

**Historic Metal-Truss Bridge Rehab Videos.** Consulting engineers Mead & Hunt and the Minnesota DOT have posted three videos related to the relocation and rehabilitation of **Bridge 5721**, a Parker, pin-connected, through-truss built in the 1870s and one of only two wrought-iron (not steel) truss bridges surviving in the state. The first video shows the disassembly of one of the eyebar connections ([www.mead-](http://www.mead-hunt.com/insights/historic-preservation/historic-truss-relocation)

[hunt.com/insights/historic-preservation/historic-truss-relocation](http://www.mead-hunt.com/insights/historic-preservation/historic-truss-relocation)). The second video shows the reassembly process using hot rivets for a few of the connections rather than modern bolts ([www.mead-hunt.com/insights/historic-preservation/historic-iron-truss/](http://www.mead-hunt.com/insights/historic-preservation/historic-iron-truss/)). The third video shows the relocation of the reassembled bridges on a state trail in Grant, Minn. ([www.dot.state.mn.us/historicbridges/state-owned.html](http://www.dot.state.mn.us/historicbridges/state-owned.html)).



Bob Frame

On April 11, Arkansas lost one of its historic metal-truss bridges when it collapsed after a truck carrying irrigation equipment drove over it. The truck was overweight, but engineers believe that the bridge actually collapsed because the truck was also overheight and caught on one of the bridge's upper lateral members. The truck then dragged the 130-ft.-long bridge off of its abutments. The **Fryer Bridge**, located eight miles north of Morrilton, was a pin-connected, Pratt through-truss bridge built in 1891.—*The Cabin. Net* (Apr. 12, 2011) ■

**Minnesota Bridge 5721 during disassembly in 2009, preparing for relocation. Consulting engineers Mead & Hunt and Minnesota DOT have posted videos documenting the rehabilitation and relocation process.**

## NOTES & QUERIES

**Mason's Marks.** The American Canal Society has posted an American Mason's Marks Table, a catalog of where each mark has been found, a bibliography, and an article on how to look for mason's marks, at [www.americancanals.org](http://www.americancanals.org). Mason's marks, found on many stone structures, include numbers showing the thickness of the stone in inches; the initials of the stonemasons; and personal symbols such as squares, shovels, and very complex marks. So far, 151 different symbols (in addition to numbers and letters) are in the Table. The symbols are organized by the number of strokes, from 1 to 14. Mark 4-1, for example, is a square. Mark 6-20 is a six-pointed star. Mark 5-27 is too complex to describe easily. One can search through the catalog for "4-1" "6-20" or "5-27" to find out where these have been reported. Researchers could use the mark numbers to analyze constellations of marks found on one or more structures, and to communicate with each other. The hope is that the table will be a handy tool to encourage more interest in mason's marks, and to encourage more research on the meaning of these marks, the lives of the stonemasons, and construction methods of linear projects such as canals and railways. Please add to the table, catalog and bibliography, and if you would like

to carry this project to a higher level, please contact us. Info: Bill Trout, [Bill@vacanals.org](mailto:Bill@vacanals.org).

**Wagner College** (Staten Island, N.Y.) has announced a new annual award for undergraduate students undertaking field work in archeology. **The Gordon McEwan Endowed Award** will include an experiential learning component in the field of archeology, such as a fieldwork internship. The award honors anthropology professor Gordon McEwan who is the author of several books and articles on Inca civil engineering and water management that may be of interest to IA specialists. For info on the award and Wagner's archeology programs contact Lee Manchester, [lee.manchester@wagner.edu](mailto:lee.manchester@wagner.edu).

The **National Preservation Institute**, a nonprofit organization founded in 1980, educates those involved in the management, preservation, and stewardship of our cultural heritage. The 2011-2012 National Preservation Institute seminar schedule is available online at [www.npi.org](http://www.npi.org). Classes are offered at locations throughout the U.S. One of the institute's newest offerings is identification of mid-20th-century structures. ■

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### MINUTES *(continued from page 17)*

this number has decreased 2.6% from last year but seems to be stabilizing. He was pleased to report 31 new members, including seven from a recruitment contest and ten referred by Board members and staff. Twenty-five previous members rejoined in response to a letter sent by Don Durfee after the most recent journal issue was mailed. Mr. Spivey closed by stating that recruiting a new member would be an excellent way to meet President McCauley's challenge.

**Local Chapter Committee.** Chair Tim Mancl recognized local chapters and their members through the traditional standing roll call. He announced that he would be leaving the committee and thanked Don Durfee for helping him assist chapters by establishing websites and by providing new chapter organizers with potential member contacts.

**Nominations Committee.** Chair Erin Timms reported that the committee received 318 ballots in this year's election. She thanked everyone leaving the board, the new officers coming in, and those who are willing to serve the Society. She announced the election of Scott Baxter, David Vago, and Ingrid Wuebber to the Board of Directors, and Tim Mancl to the Nominations Committee. Ms. Timms will rotate off the Nominations Committee and Rachael Greenlee will become the chair.

**Tours and Conferences.** Events Coordinator Ron Petrie introduced Bob Stewart for an update on the 2011 Fall Tour in the Quinebaug-Shetucket Valley. Mr. Stewart explained that on Thursday, Oct. 13, tour attendees will get a backstage tour at Sturbridge Village with an emphasis on mills. Friday tours will feature New England Automated

Rolls, the baker of all of McDonald's hamburger buns; Spirol International; and Caswell-Massey. Saturday tours will include a railroad museum, the "Frog Bridge" in Willimantic, American Thread, and a textile museum. The Banquet will be at the tour hotel, the former American Optical building in Southbridge. Planning for Sunday tours is still in progress; these may be do-it-yourself. The tour dates of Oct. 13 through 16 should be at the height of foliage season.

Mr. Petrie returned to the lectern to announce a study tour of Malta scheduled for late April 2012. Malta is an old nation with significant IA interest, yet very accessible in that it's part of the EU and many of its residents speak English. The next Annual Conference will be in Cincinnati and Northern Kentucky in June 2012, with many itineraries already worked out. The conference hotel will be the Hilton Cincinnati Netherland Plaza, an Art Deco masterpiece from the 1930s with one of the city's highest observation decks. The 2012 Fall Tour will be centered on Utica and include parts of the upper Mohawk River valley and the Adirondacks. The 2013 Annual Conference is tentatively in Minneapolis.

**New Business.** Bierce Riley thanked Patrick Harshbarger for his work in editing *SIAN*.

**Adjournment.** President McCauley called for a motion to adjourn. Perry Green so moved, Tim Tumberg seconded the motion, and the Annual Business Meeting was adjourned by acclamation at 1:30 p.m.

Justin M. Spivey  
SIA Secretary

# **SOCIETY FOR INDUSTRIAL ARCHEOLOGY**

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## CALENDAR

### 2011

**Oct. 6-7: First Annual Natural Gas History Symposium, Titusville, Pa.** Sponsored by the Oil Region Alliance on the campus of the Univ. of Pittsburgh at Titusville. Info: [www.oil150.com/calendar/details/?id=291](http://www.oil150.com/calendar/details/?id=291).

**Oct. 11-16: Assn. for Preservation Technology Annual Conference, Victoria, B.C.** Info: [www.apti.org](http://www.apti.org).

**Oct. 12-15: Pioneer America Society: Assn. for the Preservation of Artifacts and Landscapes, Annual Conference, Stuart, Fla.** Info: [www.pioneeramerica.org](http://www.pioneeramerica.org).

**Oct. 13-16: SIA FALL TOUR, QUINNEBAUG VALLEY, CONN.** Info: [www.sia-web.org](http://www.sia-web.org).

**Oct. 19-22: National Preservation Conference, National Trust for Historic Preservation, Buffalo, N.Y.** Paper sessions and tours on the topic of industrial heritage are planned, some with input from SIA members. Info: [www.preservationnation.org](http://www.preservationnation.org).

**Oct. 20-22: Grain Elevators: A Heritage to Be Created, 3rd International Meeting of the TICCIH Agriculture and Food Section, Nogent-sur-Seine, France.** Technology, construction, aesthetics, and conservation. Info: [picot.francoise@yahoo.com](mailto:picot.francoise@yahoo.com).

**Nov. 3-6: Society for the History of Technology (SHOT) Annual Conference, Cleveland, Ohio.** Info: [www.historyoftechnology.org](http://www.historyoftechnology.org).

**Nov. 5: GREAT FALLS SYMPOSIUM, ROEBLING CHAPTER SIA, PATERSON, N.J.** Paper sessions on the IA of the Greater N.Y.-N.J. metropolitan area. Info: <http://roeblingsia.org>.

**Nov. 17-18: The Life of New Materials Conference, Hagley Museum & Library, Wilmington, Del.** Co-sponsored by the Chemical Heritage Foundation and Philadelphia Area Center for History of Science. Paper sessions will explore the ways in which the development, use, and re-use of new materials is an embedded feature of industrial society. Info: [www.hagley.org/library/center/conferences.html](http://www.hagley.org/library/center/conferences.html).

**Nov. 17-20: The 14th National Conference on Planning History, Baltimore, Md.** Society for American City and Regional Planning History. Paper sessions and tours on architecture, planning, geography, and landscape design. Info: [www.dcp.ufl.edu/sacrph](http://www.dcp.ufl.edu/sacrph).

**Nov. 27-Dec. 2: 17th International Council on Monuments and Sites (ICOMOS) General Assembly and Scientific Symposium, Paris, France.** Theme of conference is *Heritage: Driver of Development*. Info: [www.icomos-paris2011.com](http://www.icomos-paris2011.com).

### 2012

**Jan. 4-8: Society for Historical Archaeology Annual Conference, Baltimore, Md.** Info: [www.sha.org](http://www.sha.org).

**Mar. 5-6: Iron & Steel Preservation Conference, Lansing, Mich.** Paper sessions and hands-on demonstrations of historic fabrication and repair techniques. Info: [www.historic-bridgerestoration.com](http://www.historic-bridgerestoration.com).

**Mar. 16-18: Ephemera Society of America Annual Conference, Old Greenwich, Conn.** See article in this issue. 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.

**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).

**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.** Info: [www.sia-web.org](http://www.sia-web.org). ■