



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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FROM HANDCRAFT TO HIGH-TECH IA IN NORTHEAST WISCONSIN

Northeast Wisconsin's Lower Fox River Valley offered a memorable Fall Tour for the 50 or so SIA members who met up for a three-day event that began on Oct. 27. The Lower Fox River flows northeastward from Lake Winnebago through Appleton, Kaukauna, and De Pere to Green Bay. Our itinerary took us up and down the valley several times, and extended somewhat beyond the valley along the west shore of Lake Michigan. Process tours ranged from a traditional handcraft cheese factory to a high-tech maker of computer circuit boards. A series of museums and historic sites featured railroads, canals, automobiles, papermaking, hydroelectric power, and wood type and printing machinery. Accommodations were in two boutique hotels, one with an Irish theme (the St. Brendan's in Green Bay) and the other with a French theme (Chateau De Pere in De Pere), both of which offered cozy pubs in which to spend time with SIA friends.

The **National Railroad Museum** in Green Bay was host to our Thursday-evening opening reception. We were greeted by a nice spread of food and drink laid out buffet style, but the centers of attention were beautifully restored locomotives and cars, including Union Pacific No. 4017, a 4-8-8-4 "Big Boy," which towered over the reception area. There was time to take in the exhibits, one of which, *Pullman Porters: From Service to Civil Rights*, featured a fully furnished 1920s Pullman sleeper. SIA President Maryellen Russo and SIA Events Coordinator Julie Blair welcomed participants and explained logistics for the next several days of tours. Julie introduced Candice Mortara, SIA's local coordinator and a member of Friends of the Fox, a not-for-profit group that works to preserve and protect the environment and heritage of the Lower Fox River.

Following introductions, Mark Walter, Business Development Manager for the **Port of Green Bay**, presented

(continued on page 2)



Patrick Harsbarger

Union Star Cheese plant.

In This Issue:

- Slate of Candidates for 2017 SIA Election
- Update: 2017 SIA Annual Conference, Houston, May 18–21
 - Student Scholarships
- Jane Mork Gibson Remembered

an informative slide-illustrated talk on the history of the port and its current operations. We learned about facilities for the handling of bulk products (grain, coal, limestone, salt, and cement), as well as the port's contributions to regional efforts to restore water quality. Specifically, Mark highlighted the port authority's role in the re-establishment of the Cat Islands, a chain of barrier islands at the mouth of the Fox River where it enters Green Bay, an arm of Lake Michigan. During the 1970s, storms blew in off the lake and washed away the islands. It soon became apparent how significant they were to protecting Green Bay's port from wave damage, not to mention providing habitats for birds and fish. The port has recently completed dredging to restore the islands. As part of Friday's bus tour, we drove around a portion of the port taking in some of the locations that Mark had featured. With winter coming and the winds up, there was very little

in the way of maritime activity to be observed.

On Friday morning we found out Wisconsinites take their cheese curds seriously and that aficionados wake up early to get theirs fresh from the factory. The bus left the hotels before light to arrive at the **Union Star Cheese Plant** of Fremont, located in dairy country about an hour southwest of Green Bay. The small family-owned plant has been in operation since 1911 and epitomizes a time when farmers delivered milk daily to local cheese factories. The plant's main room houses two stainless-steel cheese vats and a retail shop that was barely big enough to fit our group of 50. But we crowded in and had a close-up view of the cheesemakers flipping and stirring the curds to separate the whey. Head cheesemaker Dave Metzger provided a detailed explanation of the process. Near the end of our visit, a rotary chopper was placed in the curds to cut them up into bite-sized pieces. Suddenly a steady stream of local customers began arriving to buy their bags of fresh curds (they clearly were well-attuned to the schedule). We enjoyed sampling the curds and quite a few blocks of aged cheddar were purchased as well.

Our next stop was **Plexus Corp.**, a high-tech contrast to Union Star Cheese. We were ushered into a gleaming manufacturing center less than three years old. Plexus has engineering and production facilities in the U.S., Germany, and China. It was established in 1979 by a group of Wisconsin engineers and management experts who envisioned a firm that had the technical know-how to turn design concepts into products, without much specificity as to what industrial sectors, materials, or supply chains that might entail. This dynamic idea, that it was more about people and skills than product, turned out to be quite successful. Today, Plexus describes itself as "the Product Realization Company" and counts many major corporations as its clients.

The facility we visited specializes in printed circuit boards for a dazzling range of high-end applications in the commu-

The *SIA Newsletter* is published quarterly by the Society for Industrial Archeology. It is sent to SIA members, who also receive the Society's journal, *IA*, published biannually. The SIA through its publications, conferences, tours, and projects encourages the study, interpretation, and preservation of historically significant industrial sites, structures, artifacts, and technology. By providing a forum for the discussion and exchange of information, the Society advances an awareness and appreciation of the value of preserving our industrial heritage. Annual membership: individual \$50; couple \$55; full-time student \$20; institutional \$50; contributing \$100; sustaining \$150; corporate \$500. For members outside of North America, add \$10 surface-mailing fee. Send check or money order payable in U.S. funds to the Society for Industrial Archeology to SIA-HQ, Dept. of Social Sciences, Michigan Technological University, 1400 Townsend Drive, Houghton, MI 49931-1295; (906) 487-1889; e-mail: SIA@mtu.edu; Website: www.sia-web.org.

Mailing date for Vol. 46, No. 1 (Winter 2017), March 2017. 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.

TO CONTACT THE EDITOR: Marni Blake Walter, Editor, SIA Newsletter, 11 Esty Rd., Westmoreland, NH 03467; sianeditor@siahq.org.



Patrick Harsbanger

Dan Schneider explains the operation of a die-stamping machine at the Hamilton Wood Type & Printing Museum.

2017 SIA Slate of Candidates

The SIA Nominations Committee is pleased to present the following slate of candidates for the 2017 election:

Director (3-year term)

Vote for three

Colin Batchelor

Mark Brown

Arron Kotlensky

Joe Seely

Nominations Committee (3-year term)

Vote for one

John Mayer

Bob Newbery

SIA bylaws state that the Nominations Committee shall notify the membership of the proposed slate at least 70 days in advance of the Annual Business Meeting. **The slate of candidates was sent to members via email or**

mail (depending on contact information provided to SIA HQ) on Feb. 27, 2017. This is a copy of that notice; it is not a ballot. Additional nominations may be made in writing over the signatures of no fewer than 12 members in good standing (dues paid for the 2017 calendar year) and delivered to the Nominations Committee chair at the address below no later than **April 15, 2017**. Candidates must have given their consent to be nominated and must also be members in good standing. Ballots, which will include a biographical sketch and photograph of each candidate, will be mailed in late April. Members must have paid their dues for the 2017 calendar year in order to vote.

The 2017 Nominations Committee is Mary Habstritt, Bill Vermes, Mike Raber, and Amanda Gronhovd, SIA Past President (ex officio). Please direct all nominations and other correspondence to: SIA Nominations Committee, c/o Mary Habstritt, Chair, 40 W. 77th St., #17B, New York, NY 10024, (917) 709-5291; mhabstritt@verizon.net. ■

nications, healthcare, industrial, and military sectors (think boards that might be used in satellites, medical scanners, or airplanes). After gearing up in static-free booties and coats, we were led across the plant's floor to watch circuit-board printers working with high precision to print the boards and attach components to them. There were dozens of production lines, most set up to make runs from a few dozen to several hundred boards, so this is not the pace of production one might see for consumer electronics.

Following a comfort stop at the Lambeau Field visitors center (stadium of the Green Bay Packers football team) and a narrated driving tour of downtown Green Bay and the port, we arrived at the **Green Bay Processing Facility, Fox River Cleanup Group**. The Group is a consortium of companies working for the U.S. Environmental Protection Agency to remove contaminated PCB-laden sediments from the Lower Fox River. During an orientation by the plant's management team, we learned that the PCBs entered the ecosystem prior to 1978 via a process of recycling carbon paper at a nearby paper mill. The used paper contained PCBs and when chopped up and turned into pulp, the PCBs were released into the river. Since 2009, the Group has been dredging and processing the contaminated sediment.

We received a hard-hat tour of the processing facility where the hydraulically dredged sediment slurry is pumped via miles of pipeline anchored to the river bottom. PCBs concentrate in fine-grain sediments of less than 150 microns, so the slurry is passed through a series of screens and settling

tanks that progressively remove the clean coarse sands and return the filtered water to the river. The thickening sludge that results finally makes its way to eight giant filter presses, reportedly among the largest in the world. The sludge is pumped through the presses' filter fabric at high pressure forcing out the water and leaving fine-grain solids trapped in the fabric. When the pressure is released, the presses open, and the filter cakes drop onto a conveyor belt that carries them to a holding area. We observed the presses in operation; the cakes drop from the presses with a whacking sound that echoes within the building. The cakes containing the PCB-contaminated fine sediments are trucked to a landfill.

Friday ended with a tour of the **Lower Fox River Waterway**. This 39-mile slackwater canal features 17 lift locks and two guard locks, with a total lift of 168 ft. The Fox & Wisconsin Improvement Co. began construction in 1850 but seasonal fluctuations in water flow made the waterway unable to accommodate vessels drawing more than 2 or 3 ft. The federal government purchased the waterway in 1872 and over the next several decades dredged, rebuilt, and improved the lock and dam system. Commercial navigation declined during the mid 20th c., however, and the U.S. Army Corps of Engineers eventually recommended closing and dismantling the lock system. In 2001 the Wisconsin legislature approved the creation of the Fox River Navigational System Authority (FRNSA) to maintain the lock system, which quickly proved very popular with recreational boaters. An initial sum of money offered

(continued on page 4)



Patrick Harsbarger

Opening reception at the National Railroad Museum. Mark Walter's presentation on the Port of Green Bay.



Tom Courtney and carding machine, Courtney Woolen Mill.

by the federal and state governments has been invested and provides a stable financial base. Our guide was Bob Stark, CEO of FRNSA, who told a heartening preservation story of a community that rallied around a vision for maintaining the economic viability of the historic waterway. The tour included stops at the Little Chute Locks and the Combined Locks, the latter a pair of concrete locks built in 1880 and restored in 2009. As darkness fell, some participants took up Bob's offer to open and close the lock gates at De Pere, which happened to be next to one of the hotels.

Saturday's itinerary began at the **Hamilton Wood Type & Printing Museum** in Two Rivers, about an hour's ride south of Green Bay. The museum is dedicated to the preservation, study, production, and use of wood type in letterpress printing. It is located in a former factory of the Hamilton Mfg. Co., which was one of America's leading

producers of type from the 1880s to the 1970s. The collection is impressive, numbering more than 1.5 million specimens of wood type in more than 1,000 styles. There are also dozens of machines used in producing type or printing with it. The museum is fitted out with workspaces for students, artists, typographers, and designers. Dan Schneider, SIA's Office Manager, wrote his master's thesis on a late-19th-century, die-stamping machine used to make type for borders and other decorative designs. Dan restored the museum's machine to operating order, so it was quite a treat to have him walk us through the processes used in making type, ending with a demonstration of the machine.

Following a brief driving tour of Two Rivers, we headed northwest to Appleton, a historic paper-making center on the Lower Fox. A buffet lunch was served in the **Atlas Paper Mill**, an 1880, three-story, brick factory that has been

(continued on page 11)



Patrick Harsbarger

The Combined Locks at Little Chute, Lower Fox River Waterway.



SIA 2016 Fall Tour group photo, Automobile Gallery, Green Bay.

SIA Houston Conference Update: Registration Begins in Early March

Current SIA members will soon receive registration materials and tour itineraries for the 2017 Annual Conference, to be held in Houston, May 18–21. Conference organizers are busy putting together the paper sessions and finalizing tour itineraries, which will explore themes such as Oil & Gas, the Houston Ship Channel, NASA's Johnson Space Center, Big Concrete, and Manufacturing & Fabrication. For more discussion about the tentative process tour plans, as well as Sunday museum tours, refer back to "Oil & Water: Houston, Texas, May 18–21, 2017" in the Fall 2016 *SIAN* or at www.sia-web.org.

Our conference hotel is the Houston Marriott Medical Center, located approximately 5 miles southwest of downtown Houston. It is situated along the Houston Metro light-rail corridor, which provides regular service to the museum district and downtown area.

The SIA is grateful to SIA member T. Arron Kotlensky, who is serving as our local coordinator, and to the following sponsoring companies and organizations for their support for the 2017 Annual Conference: Blanton & Associates, Inc., Gray & Pape,

Mead & Hunt, and Texas Department of Transportation.

For more information or to volunteer to assist Arron with local arrangements, contact Julie Blair, SIA Events Coordinator, at siaevents@siahq.org.

Remember to check your mail or the SIA website (www.sia-web.org) for registration materials, and register early to be sure of getting a place in your top choice of tours.

Student Travel Scholarships. The SIA awards travel scholarships to full-time students and professionals with fewer than three years of full-time experience. The scholarships help to offset some of the expenses of attending SIA events. To be eligible for a scholarship, the applicant must be a member in good standing and be willing to volunteer at the event for which they receive a scholarship (Annual Conference or Fall Tour). To apply for the 2017 Annual Conference in Houston, May 18–21, send a letter of interest demonstrating a commitment to IA and a letter of reference to Alicia Valentino, avalentino@esassoc.com. **Deadline for applications is Mar. 18, 2017.**



Library of Congress

Goose Creek Oil Field, detail from panoramic photo, 1919.

Jane Mork Gibson, 1923–2016



Ann Cullen

Jane Mork Gibson, SIA's 2012 recipient of the General Tools Award for Distinguished Service to Industrial Archeology, passed away on Nov. 23, 2016 after a brief illness, in Atlanta.

Jane made significant contributions to the field of IA during her long career as a historian of Philadelphia industry and technology. Jane first earned a two-year business degree from Boston University and worked as a secretary at the Harvard Business School before marrying and having five children. After her children were grown, she resumed her undergraduate studies at the University of Pennsylvania, where she studied the material culture of technology under Thomas Hughes and David Orr. She completed her B.A. in 1976, joined the SIA in 1977, and the following year undertook a history of Philadelphia's Fairmount Water Works for the Historic American Engineering Record. After earning an M.A. in American civilization from Penn, Jane authored a catalog for an exhibit on Fairmount at the Philadelphia Museum of Art. Her research, together with the attention the exhibit received, materially contributed to the

stabilization and restoration of those great water works.

A 20-year career as a consulting historian led Jane Mork Gibson to research the history of Delaware River shipbuilding for an exhibit at the Franklin Institute; conduct wide-ranging studies on Philadelphia industries; contribute to several interactive museum exhibits, including one at the Independence Maritime Museum; and assess the feasibility of creating an industrial museum at the John Grass Wood Turning Company, a remarkable survival of early mechanized turning founded in 1863. She contributed chapters on Chestnut Hill and Fairmount Park to the guidebook *Workshop of the World*, a survey of Philadelphia's industrial resources produced in conjunction with the 1990 SIA Annual Conference. She updated the chapters for the 2007 *Workshop of the World Revisited*.

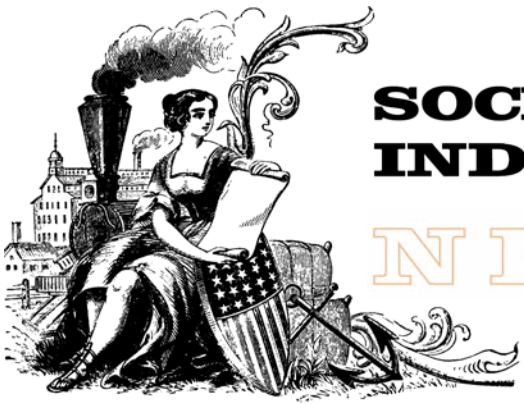
Outside Philadelphia, Jane worked with architect John Bowie on the Hackensack Water Company in New Milford, N.J., and the Demuth Snuff Mill in Lancaster, Pa. Her research on the Kinne Water Wheel Collection at the Jefferson County Historical Society in Watertown, N.Y., materially contributed to its designation, in 1999, as a National Mechanical Engineering Landmark.

Throughout her career, however, the Fairmount Water Works remained closest to her heart, inspiring her sustained efforts to publicize, preserve, and interpret this National Historic Landmark. As a consultant to the Philadelphia Water Department beginning in 1985, she was involved in the creation of an interpretative center at the water works. In 2008, she began work on a book about the Fairmount Water Works that will be published posthumously.

Jane was a founding member of the Oliver Evans Chapter of the SIA and served from 1985 to 1990 as its president. She served also as general chairman of the 1990 SIA Annual Conference and as a director of the SIA from 1990 to 1993. She also was on the steering committee of the 2007 SIA Annual Conference, and organized and conducted a tour at that event. For her sustained efforts to preserve Philadelphia's industrial heritage, as well as for her longtime service to the SIA, she received the General Tools Award in 2012.

A memorial service was held for Jane at the Fairmount Water Works museum and interpretive center on January 29. Donations can be made to the Fairmount Water Works in her memory (<http://fairmount-waterworks.org/give/>).

Reese Davis and Patrick Harshbarger



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

PUBLICATIONS OF INTEREST

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COMPILED BY

Mary Habstritt, New York, N.Y., Patrick Harshbarger, Wilmington, Del., and Marni Blake Walter, SIAN editor, Westmoreland, N.H.

GENERAL INTEREST

- ◆ Howard Bodenhorn. **Banking on 19th-Century Innovation in New York.** *New York Archives* (Fall 2016), pp. 21–25. Uses the relationship of banker Loveland Braddock and architect Bradford Gilbert in Watertown, N.Y. to illuminate the intersection of banking, technological innovation, business formation, and economic modernization in the mid-19th century.
- ◆ **IA News**, No. 179 (Winter 2016) includes a thorough review of the 2016 Association for Industrial Archaeology (AIA) Annual Conference in Telford (site tour descriptions and photos) plus a summary of the conference keynote seminar on the topic of “Britain’s Industrial Heritage: What Has ‘World Heritage Site’ Inscription Done for It?”; also, Jamie Davis, *Zollverein and Volklingen Ironworks World Heritage Sites* (a look at how heritage site status is communicated at these sites in Germany); and Cliff Lea, *Heath Oilwell, Derbyshire, 1922—Britain’s First Fracking Site?* (not by hydraulic shock but by use of 1,200 lbs. of nitro-glycerine).
- ◆ Laurence M. Hauptman. **Challenging Stereotypes.** *New York Archives* (Fall 2016), pp. 12–15. Chief Chapman Scanandoah of the Oneida tribe was a skilled mechanic and inventor as well as an agronomist, historian, and linguist. He shattered early 20th-c. assumptions that Native Americans were primitive and pre-technological. One of his first successes was introducing telescopic sighting to Naval guns and it was soon followed by a patent for a megaphone for communicating across decks at sea. This article is drawn from Hauptman’s new book, *An Oneida Indian in Foreign Waters: The Life of Chief Chapman Scanandoah, 1870–1953* (Syracuse Univ. Pr., 2016).
- ◆ Jack McCarthy. **In the Cradle of Industry and Liberty: A History of Manufacturing in Philadelphia.** HPN Books, 2016. 152 pp., photos. \$49.95. Traces the history of Philadelphia manufacturing over the course of the city’s 334-year history: from the colonial period when most products were hand-made by craftsmen in small shops, to machine-based factory production methods in the early 19th c., followed by development of manufacturing on a massive scale and Philadelphia’s emergence as an industrial giant in the late 19th c., and most recently the dramatic downsizing in manufacturing beginning in the mid-20th c., leading to a post-industrial, service-based economy.
- ◆ Robert C. McWilliam and Mike Chrimes, eds. **Biographical Dictionary of Civil Engineers in Great Britain and Ireland, Vol. 3: 1890-1920.** ICE Pub., 2014. 944 pp. £200. Third and final volume of the series, offers succinct biographies of engineers. Although the focus is British due to sponsorship by the Institution of Civil Engineers (U.K.), it has an international scope and includes many CEs who also worked in electrical, mechanical, mining, and naval engineering. *Rev.: CH*, Vol. 31, No. 2 (2016), pp. 223–25.
- ◆ Nelson D. Schwartz. **The Power of Small Factories.** *NYT* (Oct. 30, 2016), pp. BU 1, 4. How small urban manufacturers are keeping people employed in neighborhoods of cities that were once industrial powerhouses.
- ◆ Joseph P. Schwieterman. **Terminal Town: An Illustrated Guide to Chicago’s Airports, Bus Depots, Train Stations, and Steamship Landings.** Lake Forest College Pr., 2014. 296 pp., illus. \$27.95. Transportation terminals and facilities are comprehensively covered, including those long gone. *Rev.: SCA Journal* (Fall 2016), p. 38.
- ◆ John T. Sielaff. **A Workplace Accident: John Anderson’s Fall from the High Bridge.** *Ramsey County [Minn.] History*, Vol. 51, No. 3 (Fall 2016), pp. 3–9. Uses a bridge painter’s fall into the Mississippi River in 1902 and the ensuing lawsuit to examine the lack of protection for injured workers at the time. A sidebar traces Minnesota’s development of workers’ compensation.

TEXTILES

- ◆ Michael Harris. **Jeans of the Old West.** 2nd Ed. Astragal Pr., 2016. 192 pp., photos. \$34.99. Over 300 illustrations of denim and denim wearers in Nevada and California, patents for denim, and histories of denim manufacturers.

IRON & STEEL

- ◆ Binyamin Appelbaum. **A Town’s Past, and Future, Rest in the Husk of an Industry Long Gone.** *NYT* (July 5, 2016), p. A16. Monessen, Pa. once offered employment to generations of steelworkers but now looks to demolition of abandoned mills, new business ideas, and a training program for movie special-effects technicians to survive.
- ◆ Gunther Lobach. **Damascus Steel: Theory and Practice.** Astragal Pr., 2013. 176 pp., illus. \$39.99. A how-to guide for forge welding Damascus steel billets to create forging patterns.
- ◆ Larry Neff. **Rigger: A Memoir from High School to High Steel.** Blue Heron Book Works, 2014. 158 pp. \$12.99. Memories of working the high steel at Bethlehem Steel from 1972 to 1999. The rigger crews did the jobs deemed too high, too hard, or too dangerous for other departments to handle.

MINES & MINING

- ◆ Ron Pearson. **End of the Line: Rockhill #9. Part I: Introduction, Mine Head & Powder House; Part II: Around the Portal.** *TT*, Vol. 28, No. 4 (Winter 2016), pp. 8–25. Rockhill #9 was the last deep mine excavated and operated by the Rockhill Coal Co. Parts I and II of a six-part series about the mine, its main structures, and its haulage systems including the East Broad Top RR. Photos and sketches.

LUMBER & PAPER

- ◆ Mark Wilcox. **Company Town.** *Michigan Tech Magazine*, Vol. 53, No. 2 (2016), pp. 15–18. Also avail. online: <http://www.mtu.edu/magazine/2016-2/stories/company-town/>. In 1936, Henry Ford built a sawmill and company town named Alberta to produce lumber for his automobile manufacturing. After it closed in 1954, it was donated to Michigan Tech. It now serves as a historic village, research forest, and conference center.

WATER TRANSPORT

- ◆ **Barge Canal Designated National Historic Landmark.** *Times Telegram* (Jan. 11, 2017), online: <http://www.timestelegram.com/news/>, search for “barge canal.” The New York State Barge Canal (tour site, Annual Conference, Albany 2015), constructed in 1905–1918, has been designated as a National Historic Landmark by the U.S. Department of Interior. The nomination was prepared by Duncan Hay [SIA].
- ◆ Porter Fox. **One Mile at a Time.** *NYT* (Aug. 21, 2017), pp. TR 1, 6–7. Travelogue of a trip on a slow freighter through the Great Lakes, from Montreal to Thunder Bay, Ont.
- ◆ Stefan M. Holzer. **Canal Locks and Concrete, 1800-1860.** *CH*, Vol. 31, No. 2 (2016), pp. 133-156. With a European focus, traces the use of hydraulic concrete in canal lock construction from the first trials on Napoleon’s Grand Canal du Nord to the first monolithic concrete lock near Berzdan in present-day Serbia in 1854.
- ◆ Tyler J. Kelley. **Choke Point of a Nation.** *NYT* (Nov. 27, 2016) pp. BU 1, 6-7. Rickety Lock & Dam No. 52 on the Ohio, built in 1929, has become a bottleneck at the busiest point on the inland waterways while a new dam, to have been completed in 1998, is more than a billion dollars over budget and won’t become operational before 2018.
- ◆ Corey Kilgannon. **Final Departure for a Hudson River Ferry.** *NYT* (Nov. 28, 2016), pp. A17–A18. The 1905 steam-powered *Binghamton*, which once carried passengers between Hoboken and Manhattan and then served as a restaurant in Edgewater, N.J. until 2007, will finally be broken up after significant deterioration following damage from Hurricane Sandy.
- ◆ Shelley Reid. **SS Columbia To Be Saved!** *Sea History*, No. 149 (Winter 2014–15), pp. 40–41. Believed to be the oldest intact passenger steamer in America, the 1902 *Columbia* bade farewell to her Detroit home and headed for a shipyard in Toledo to begin major restoration on her way to returning to operation in New York. The other surviving Bob-Lo boat, the *SS Ste. Claire*, was a stop on SIA’s 2005 Fall Tour in Detroit.
- ◆ Sarah Trefethen and Linda Massarella. **Peking’s Luck before Becoming Seaport’s Anchor.** *New York Post* (Sept. 6, 2016), pp. 20–21. Online: “How This Departing South Street Seaport Gem Survived the ‘Storm of the Century,’” www.nypost.com, search Peking. Built in Hamburg in 1911, the cargo ship *Peking* survived a massive 1929 storm in the Atlantic and another when she arrived at Cape Horn in

1930. In 1974 she joined the collection of vessels at South St. Seaport Museum. She is now in drydock in preparation for a return to Germany to be featured at the new Maritime Museum of Hamburg.

AUTOMOBILES & HIGHWAYS

- ◆ Peter Glaser. **Northern Roadsides: Making Things Grow: Prudhomme’s Garden Centre Motor Hotel.** *SCA Journal*, Vol. 34, No. 2 (Fall 2016), pp. 34–37. John and George Prudhomme were prosperous farmers who decided in 1951 to open a motel and coffee shop at Vineland Station, Ont., about 17 miles west of Niagara Falls. This brief history describes their obsession with adding amenities including a bowling alley, ballroom, theater, water park, and the “Tivoli Miniature World,” which offered a world tour in 2 hours with recreations of 100 famous buildings and structures constructed from fiberglass in 1:50 scale.
- ◆ Lyell D. Henry Jr. **The Jefferson Highway: Blazing the Way from Winnipeg to New Orleans.** Univ. of Iowa Pr., 2016. 220 pp., illus. \$29.95. First part of the book covers the founding, promotion, and marking of the highway in the 1910s. Second part is a detailed guide to the section of the Jefferson Highway that traverses Iowa, now U.S. 65 and U.S. 69. Rev.: *SCA Journal* (Fall 2016), p. 42.
- ◆ Marc J. Manderscheid. **Homes vs. Factories: The 95-Year Battle over the Future of the South Highland Park Neighborhood.** *Ramsey County [Minn.] History*, Vol. 51, No. 2 (Summer 2016), pp. 20–27. How the Ford auto plant drove zoning revisions and industrial and transportation development in the Highland Park neighborhood of St. Paul.
- ◆ Brian McMahon. **The Ford Century in Minnesota.** Univ. of Minn. Pr., 2016. 384 pp. \$39.95. First-person accounts of more than 40 retired autoworkers describing their experiences of working at Ford, showing how the top and bottom layers of the industrial hierarchy viewed reality and how they saw and influenced each other. Documents the company’s transformation through the Depression, WWII, women joining the workforce, globalization, outsourcing, the closing of the Twin Cities Assembly Plant in St. Paul, and more.

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With Thanks.

- ◆ Brian McMahon. “Production for Victory”: The Ford Twin Cities Assembly Plant in World War II. *Ramsey County [Minn.] History*, Vol. 51, No. 3 (Fall 2016), pp. 18–24. Conversion of the Ford auto plant in St. Paul for production of Pratt & Whitney airplane engines and M-8 armored cars. Includes how women were incorporated into the workforce.
- ◆ Ron Reno. **Western Havens, Three Decades of Family-owned Motels, Gas Stations, and a Bar.** *SCA Journal*, Vol. 34, No. 2 (Fall 2016), pp. 18–27. The Reno family acquired and ran five motels in Nevada from 1945 to 1972. Each location is highlighted with personal stories provided by the author whose grandparents and parents operated the motels: Overpass Motel and Bar, Fernley (1946–49); Silver State Auto Court, Lovelock (1949–55); Tarry Motel, Sparks (1955–57); Rangler Motel, Las Vegas (1957–63); Safari Motel, Sparks (1964–1972).
- ◆ Nathaniel Robert Walker. **American Crossroads: General Motors’ Midcentury Campaign to Promote Modernist Urban Design in Hometown U.S.A.** *B&L*, Vol. 23, No. 2 (Fall 2016), pp. 89–115. How GM, through its participation in world’s fairs and its “Parade of Progress” roadshow, promoted highway-centric urban design, even “pleading with Americans to plow freeways through the hearts of old-fashioned towns.”

AGRICULTURE & FOOD PROCESSING

- ◆ Bill Bleyer. **Digging Clams: The Iconic Doxsee Family’s Impact on LI’s Seafood Industry.** *Newsday* [New York] (Aug. 14, 2016), pp. E2–E5. Sunday feature on Long Island family that took over a failing cannery in about 1865 and continued in various aspects of the seafood industry including manufacturing clam juice, dredging surf clams, and netting finfish until superstorm Sandy ravaged their Point Lookout facility in 2012.
- ◆ Joseph Breck & Sons’ **Illustrated Spring Catalogue and Retail Price List of Agricultural Implements and Machines.** Astragal Pr., 2016. 64 pp., paper. \$12.95. Reprint of the company’s catalog of Apr. 1880 features high-quality illustrations and well-written (often entertaining) descriptions. Breck was established in 1822 and became a major wholesaler and retailer of agricultural tools.
- ◆ James R. Newman. **The Point of It All: Understanding the Designs and Variations in Antique Barbed Fencing.** Astragal Pr., 2016. 330 pp., illus. \$30. Explores the complexities of over 2,000 patents and design variations.
- ◆ **Old Mill News**, Vol. 43, No. 4 (Fall 2016) includes reports on chapter meetings and tours at Springfield Mill at Morris Arboretum near Philadelphia; Bonneyville Mill in Bristol, Ind.; Busti Cider Mill in Jamestown, N.Y.; and Dawe’s Sawmill at Deep Bight, Newfoundland. Articles by Charles Yeske, *Mills of Portugal*; and Gino Caporizzo, *The Caporizzo Household: Father and Son Millers at Heart in the Campania Region of Italy*; as well as a round-up of SPOOM member news.

BUILDINGS & STRUCTURES

- ◆ Lorenzo Ciccarelli. **Philadelphia Connections in Renzo Piano’s Formative Years: Robert Le Ricolais and Louis I. Kahn.** *CH*, Vol. 31, No. 2 (2016), pp. 201–222. Young Italian architect Piano came to Philadelphia in 1969 and met Le Ricolais and Kahn. Kahn hired Piano to design the roof of the Olivetti-Underwood factory in Harrisburg, Pa. The unusual prefabricated design consisted of octagonal building units with skylights.
- ◆ Steve Cuzzo. **Brooklyn’s Waterfront Future Starts With Domino Sugar Site.** *NY Post* (May 23, 2016), online: <http://nypost.com/2016/05/23/brooklyns-waterfront-future-starts-with-domino-sugar-site/>.

- ◆ Colum Giles and Mike Williams, eds. **Ditherington Mill and the Industrial Revolution.** Historic England, 2015. 159 pp., illus. £50. The Ditherington Flax Mill in Shrewsbury, completed in 1797, was the first building in the world that used cast-iron columns and beams for internal structure between masonry walls. First built as a spinning mill, it was converted to a malt house in 1897 and ceased operations in 1987. This comprehensive history covers the building’s architecture, the linen industry, the switch to malting, and the ultimately successful preservation effort. Rev.: *CH*, Vol. 31, No. 2 (2016), p. 235.
- ◆ James A. Jacobs. **Detached America: Building Houses in Postwar Suburbia.** Univ. of Va. Pr., 2015. 261 pp., illus. \$45. Handsome book reproduces many house plans that were originally featured in magazines and served as prototypes for the developers and contractors who built millions of suburban tract houses. Includes a case study of Ryan Homes, one of the giant American building firms. Rev.: *B&L*, Vol. 23, No. 2 (Fall 2016), pp. 132–34.
- ◆ Katharine Keane. **From Endangered to Enviable: Pillsbury “A” Mill Complex.** National Trust for Historic Preservation website (Oct. 3, 2016). <https://savingplaces.org/>, search for Pillsbury. The Pillsbury “A” Mill Complex in Minneapolis, built in 1881 and now a National Historic Landmark, was renovated into artists’ lofts and studio spaces by developers Dominion Inc.
- ◆ Barbara Miller Lane. **Houses for a New World: Builders and Buyers in American Suburbs, 1945-1965.** Princeton Univ. Pr., 2015. 305 pp., illus. \$49.95. Focusing on 12 developments in Los Angeles, Philadelphia, Boston, and Chicago provides case studies for building projects of various sizes, layouts, and appearances. The local context often figures prominently in explaining the nature of what was done, within the available range of models and alternatives, with many of the choices made by builders, not buyers or architects. Rev.: *B&L*, Vol. 23, No. 2 (Fall 2016), pp. 134–36.
- ◆ Keiko Morris. **A ‘Cathedral to Manufacturing’ Is Reborn.** *WSJ* (Sept. 29, 2016), p. A18. The Brooklyn Navy Yard’s Building 128, a machine shop built 1899 to 1900, is now the Green Mfg. Center and hosts a new technology laboratory for entrepreneurs in one wing.
- ◆ Sarah Rovang. **The Grid Comes Home: Wiring and Lighting the American Farmhouse.** *B&L*, Vol. 23, No. 2 (Fall 2016), pp. 65–88. Guides and advertisements promoted best practices in wiring and lighting following the establishment of the New Deal’s Rural Electrification Administration (REA) in 1935. The literature provides important insights into the spatial layout of the farm landscape of the mid-1930s to 1950s.
- ◆ Margaret Supplee Smith. **American Ski Resort: Architecture, Style, Experience.** Univ. of Okla. Pr., 2013. 334 pp., illus. \$45. Covers the historical development of U.S. ski resorts from their early 20th-c. origins, patterned after facilities in the Alps, to the increasingly sophisticated mid-20th-c. lodges of New England and the Rocky Mountain West. Rev.: *SCA Journal* (Fall 2016), pp. 39–40.

BRIDGES

- ◆ **Covered Bridge Topics**, Vol. 75, No. 1 (Winter 2016) includes *Columbia County, Pennsylvania* (photo essay of images from the mid-1940s to 1950s); *Those Troublesome Photo Identifications* and

Washington County, Pa.: *Photo Identifications Challenge* (some tips on distinguishing subtle differences among similar-looking covered bridges in old photos); *Kennedy Housing Variants* (bridges built by the Kennedy family of Rushville, Ind.); and *Perrine's Bridge over the Years* (over the Wallkill near Rifton, N.Y.).

- ◆ Keith Gazaway. **Rehabilitation and Seismic Retrofit of the North Torrey Pines Road Bridge.** *Aspire: The Concrete Bridge Magazine* (Fall 2016), pp. 14–17. The 83-yr.-old, 15-span, 550-ft.-long, reinforced-concrete T-beam bridge was replaced using a post-tensioned superstructure replicating the original bridge.

WATER CONTROL & RECLAMATION

- ◆ Dennis J. De Witt. **Fantastic Water Towers: An 1890 Design Competition.** Metropolitan Waterworks Museum, Inc., 2017. 106 pp., illus. \$21.95. Based on an 1893 folio of drawings, *Water Tower Pump House and Power House Designs*, which contained winning and honorable mention submissions to an 1890 design competition, this book brings the designs to light with discussion on the context of their creation and later careers of their designers.
- ◆ Dennis J. De Witt. **Arthur H. Vinal/Edmund March Wheelwright and the Chestnut Hill Pumping Station.** Metropolitan Waterworks Museum, Inc., 2016 (rev. ed. 2017). 252 pp., illus. \$46.95. A study of two architects, each of whom held the office of Boston's official City Architect for about four years, in the 1880s and 1890s, and who jointly created Boston's most notable Richardsonian Romanesque building. Most of the Pumping Station was designed by Vinal and the City Architect's office staff, who knew much of Richardson's work firsthand. The Pumping Station was seamlessly extended by Wheelwright, who as the more important figure, socially and professionally, receives greater attention in this book.

POWER GENERATION

- ◆ **Windmillers' Gazette**, Vol. 36, No. 1 (Winter 2017) includes Christopher Gillis, *D. H. Bausman: A Pennsylvania Windmill Maker* (David Herr Bausman, 1864–1911, was an inventor and designer of windmills, especially known for his vertical-axis windmills); Etienne Rogier, *Eclipse and Aermotor Copies by Plissonnier (France)* (Simon Plissonnier was one of the first French manufacturers of American-style windmills, beginning in 1882; some of his copies of American windmills are found in Vacquières and other nearby locations); T. Lindsay Baker, *A Tribute: Robert Alan Popeck "Windmill Bob" of Batavia, IL 1936–2016* (Popeck was known for his successful efforts to create a collection of wooden and steel windmills made in Batavia, Ill., many of them erected near where the old windmill factories had been located). Avail: \$20/yr., published quarterly. Christopher Gillis, Editor, P. O. Box 788, Buckeystown, MD 21717; www.windmillersgazette.org.

MACHINE SHOPS & TOOLS

- ◆ Simon Barley. **British Saws: A History and Collector's Guide.** Astragal Pr., 2016. 96 pp., illus. \$24.99. British saws were exported worldwide. Uses a wide range of photographs to assist with identification.
- ◆ Franklin D. Jones. **Old Fashioned Toolmaking: The Classic Treatise on Lapping, Threading, Precision Measurements and General Toolmaking.** Astragal Pr., 2016. 320 pp., illus., paperback. \$16.99. Reprint of a classic publication of 1915, describing the skills and techniques used in machine shops.

ELECTRONICS & COMMUNICATIONS

- ◆ Marc Raboy. **Marconi: The Man Who Networked the World.** Oxford Univ. Pr., 2016. 863 pp., illus. \$39.95. Argues that Marconi was not as much a technological genius as a master of synthesizing and packaging. *Rev.: NYT Book Review* (Aug. 21, 2016), p. 15.

MISC. INDUSTRIES

- ◆ James Barron. **After Plant Closes, City's Milk Will Arrive Only from Out of Town.** *NYT* (Aug. 3, 2016), p. A15–A16. Elmhurst Dairy in Jamaica, Queens was the last milk packaging plant in New York City.
- ◆ Curt Brown. **Brick-forged City Gone, Not Forgotten.** [Minneapolis] *Star Tribune* (Dec. 25, 2016), p. B4. The town of Brickton near Princeton, Minn. hosted five brickyards producing "Princeton cream" bricks from 1887 to 1927. Work at the kilns took place only in mild weather and was supplemented by lumbering during winter months. The town is now marked only by a roadside plaque and is featured in an exhibit at the Mille Lacs County Historical Society.
- ◆ Leo Shane III. **Concrete May Just Be the Most Important Weapon In Modern Warfare.** *Military Times* (Nov. 24, 2016). Online: <http://www.militarytimes.com/articles/winning-wars-with-concrete-weapons>. Concrete walls and reinforced barriers have become key security components to combat threats such as improvised explosives, car bombs, and other nontraditional weapons in urban environments.

Correction: In the Fall 2016 *SIAN*, the Publications of Interest entry for *Engineering Heritage Australia* included an incorrect web address. The correct web address is <http://www.engineersaustralia.org.au/engineering-heritage-australia/activities-publications>. One of the author's names was also misspelled; the correct spelling is Margret Doring.

ABBREVIATIONS:

B&L	= <i>Buildings & Landscapes</i> , Journal of the Vernacular Architecture Forum
CH	= <i>Construction History</i> , Journal of the Construction History Society
IA News	= Bulletin of the Association for Industrial Archaeology (U.K.), www.industrial-archaeology.org .
NYT	= <i>New York Times</i>
OMN	= <i>Old Mill News</i> , published by the Society for the Preservation of Old Mills (SPOOM)
SCA	= Society for Commercial Archeology
TT	= <i>Timber Transfer</i> . Published by Friends of the East Broad Top. Avail. with membership. \$30/yr. www.feht.org .
WSJ	= <i>Wall Street Journal</i>

Publications of Interest are compiled from books, articles, and digital media brought to our attention by you, the reader. SIA members are encouraged to send citations of new and recent books, articles, CDs, DVDs, etc., 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 Marni Blake Walter, Editor, *SIA Newsletter*, 11 Esty Rd., Westmoreland, NH 03467; sianeditor@siahq.org. ■

rehabilitated for use as offices. A coffee shop on the main floor offers a patio with views of a hydroelectric dam and powerhouse. Following lunch, there was free time to explore the building and the **Paper Discovery Center** with displays on the history and process of paper-making.

Just downstream of the Atlas Mill is the **Vulcan Street Power Plant** where we met representatives of the Appleton Historic Preservation Commission for a guided tour. The plant first produced electricity on Sept. 30, 1882, making it the first Edison central hydroelectric station. The original burned in 1891 along with an adjacent paper mill, so this plant is an exact replica that was erected in 1932 to mark the 50th anniversary. Remarkably, an Edison Model K dynamo on display is a near match of the original one, which produced about 12 DC kW, sufficient to light three buildings (two paper mills and the mill owner's house). The simplicity of operation was unexpected: a single vertical-shaft turbine through bevel gears powering a belt-driven dynamo successfully demonstrated to the world the practical application of waterpower to generate electricity.

Our last stop in Appleton was the **Courtney Woolen Mill**. Tom Courtney's family has owned and operated the mill since 1904. He met us in the front office where old-fashioned wooden display cases offered a sampling of the mill's products for sale. Courtney specializes in carding quality wool or polyester batting for quilts and mattress pads, and also does custom carding of fleeces for crafters. The raw wool comes from local farms and is run through a picking machine before carding. Tom ran a c.1904 Davis & Furber carding machine, now powered by electric motor instead of waterpower. Tom's grandfather purchased the equipment after he bought the mill from the Kelley Knitting Co., which built the wood-frame portion of the building in 1880. Courtney exemplifies a small family operation that would have been common in the

19th c. and increasingly rare in the 20th as large textile companies took over the market for bedding. That the Courtney mill with its two carding machines remains in business is extraordinary.

Saturday was capped off by a closing banquet at the **Automobile Gallery** in Green Bay. The gallery is located in a building that preserves the façade of a former Cadillac showroom, behind which has been built a contemporary museum with meeting and social-gathering spaces. The ambience is more like that of a fine art gallery than a historic site, with ample room to display nearly 50 antique cars. Entrepreneur and automobile collector William "Red" Lewis assembled the collection and set up the non-profit gallery to educate and share a passion for automobiles with the community of Green Bay. We sipped drinks and sampled appetizers while roaming the gallery and taking in a 1917 Milburn Electric, 1932 Cadillac Model 355, 1950 Studebaker Commander Coupe, and other classics, some quite rare, all gleaming and restored "to the nines."

The banquet marked the official close of the Fall Tour, but some participants stayed in Green Bay to take part in an optional Sunday tour of **Lambeau Field**. This tour offered a behind-the-scenes look at the locker rooms, press areas, and a walk through the players' tunnel to the edge of the field. The stadium, originally known as City Stadium, opened in 1957 but is a thoroughly modern professional sports facility having undergone a major expansion and renovation from 2012 to 2015.

The SIA thanks our local host Candice Mortara, as well as the many businesses and historic sites in the Lower Fox Valley who made for a welcoming, successful, and informative Fall Tour.

Patrick Harshbarger



Patrick Harshbarger

SIA's Fall Tour participants, Vulcan Street Power Plant.



Saul Tammenbaum

Lambeau Field.

SITES & STRUCTURES

The Historic American Engineering Record is pleased to announce that the **Eldean Bridge** in Ohio (1860 Long truss) and the **West Union Bridge** in Indiana (1876 Burr arch-truss) have been designated National Historic Landmarks (NHLs) by Secretary of the Interior Sally Jewell.

These mark the sixth and seventh covered bridges to be so designated since 2012. They join the Humpback Bridge (Va.), Knight's Ferry Bridge (Calif.), Duck Creek Aqueduct (Ind.), Brown Bridge (Vt.), and the Powder Works Bridge (Calif.) as "nationally significant historic properties of exceptional value to the nation."

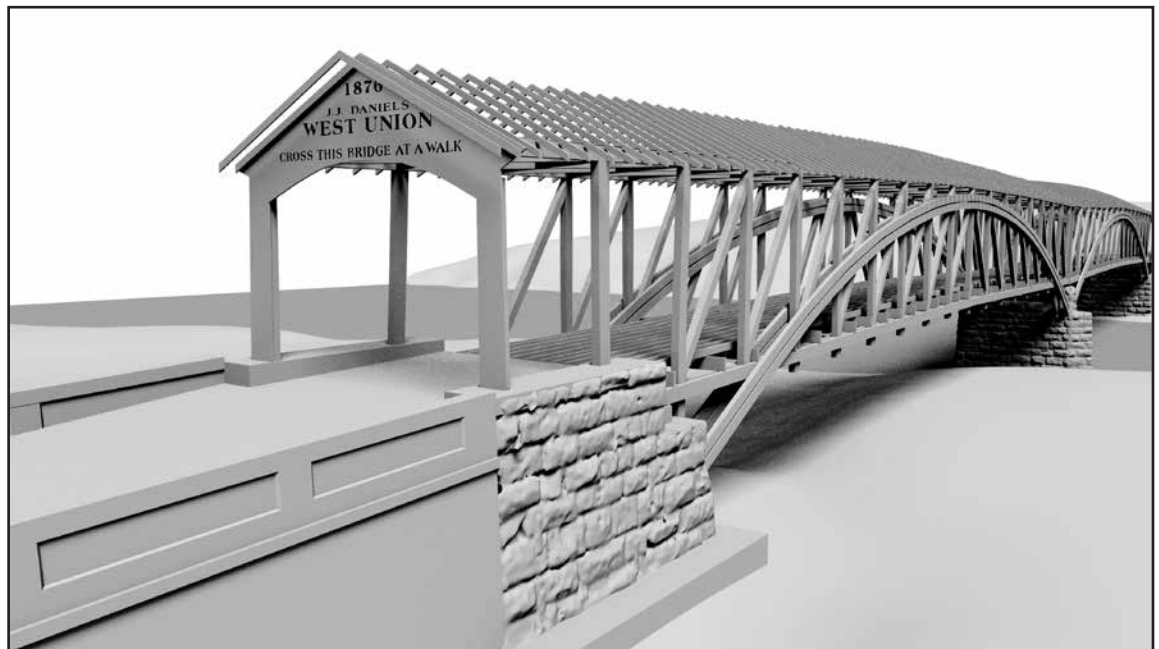
This achievement represents part of a 15-year effort by the Historic American Engineering Record, sponsored by the Federal Highway Administration's National Historic Covered Bridge Preservation Program (NHCBP), administered by Sheila Duwadi. Historian Lola Bennett researched and authored the National Covered Bridges Context Study, and wrote all of the nominations. Joseph Conwill shared his encyclopedic knowledge of historic covered bridges and has advised the program since 2002. Many other partners have assisted on the NHCBP over the years and continue to be part of this successful, multi-faceted program. The draft nominations can be viewed on the NHL's website: <https://www.nps.gov/nhl/news/fall2016mtg.html>; for more information on the HAER National Covered Bridges Recording Project, see: <https://www.nps.gov/hdp/project/coveredbridges/index.htm>—*Christopher Marston*

The **Copake Iron Works** historic site in Taconic State Park, N.Y., has been designated a Hudson River Valley National

Heritage Area Site (in partnership with the National Park Service). Friends of Taconic State Park, who helped lead the recognition effort, has worked since 2008 to preserve, stabilize, and interpret the Copake Iron Works site, one of the most intact examples of 19th-c. industrial ironmaking in the northeast. The site is home to more remaining buildings and structures—including the centerpiece Copake Blast Furnace with its water jacket hearth—than most other iron works of its era.

Established by industrialist Lemuel Pomeroy in 1845 at the base of the Taconic Ridge in Copake Falls, the iron works operated from 1845 until 1903. Components of this industrial complex include the rare blast furnace, the blowing engine house, a machine shop museum with original equipment and artifacts, an original-condition ironworkers' residence, a Carpenter-Gothic style office building, and the elegant residence of Isaac Chesbrough, one of the first ironmasters for the site. Info: <http://newyorkhistoryblog.org/2016/12/05/>.

The **Lynchburg Hosiery Mill #1** was recently added to the Virginia Landmarks Register. The mill began operations in 1900, and in 1913 was one of the first mills in the South to manufacture socks under a government contract for the military. In 1919, the mill hired African-American women, the only business or industry in Lynchburg to do so, after it opened a second, segregated mill complex in downtown Lynchburg. The company integrated its workforce in 1971. During WWII, Lynchburg Hosiery Mill was among the largest producers and innovators of government-issue cushioned socks and also produced parachute material. In 2016, the



Jeremy Maaro, delineator

West Union Bridge, cutaway perspective view of a 3D solid model. The model was created using data collected through 3D laser scanning, 2014. HAER IN-105, Sheet 1.

CONFERENCES & WORKSHOPS

The National Park Service's 2017 workshop on archaeological prospection techniques, "Current Archeological Prospection Advances for Non-destructive Investigations of the Pea Ridge Civil War Battlefield," will be held May 15–19, 2017, at the Pea Ridge National Military Park in Benton County, Ark. Co-sponsors for the workshop include the National Park Service's Midwest Archeological Center, Pea Ridge National Military Park, and the National Center for Preservation Technology and Training, as well as the Arkansas Archeological Survey. The workshop is dedicated to the use of geophysical, aerial photography, and other remote sensing methods as they apply to the identification, evaluation, conservation, and protection of archaeological resources across the nation. The workshop includes lectures on the theory of operation, methodology, processing, and interpretation, with hands-on use of the equipment in the field. Registration fee is \$475. Application forms are available on the Midwest Archeological Center's website: <http://www.nps.gov/mwac/>. For further information, please contact Steven L. DeVore, Archeologist, National Park Service, Midwest Archeological Center, Federal Building, Room 474, 100 Centennial

Mall North, Lincoln, Neb. 68508-3873: tel: (402) 437-5392, ext. 141; fax: (402) 437-5098; steve_de_vore@nps.gov.

Vintage Machinery Shows in Ohio and Pennsylvania. Consider taking in one of these shows if you're in the area.

- 23rd Annual Harrison Coal & Reclamation Historical Park Dinner-Auction, Apr. 22, 2017, Cadiz, Ohio. Info: www.hcrhp.org/
- 53rd Watch Fob, Memorabilia and Toy Show, with Vintage Construction Equipment, Apr. 28–29, 2017, Mantua, Ohio. Info: <http://www.watchfob.com>
- National Pike Steam, Gas, and Horse Association 2017 Spring Show, May 20–21, 2017, Brownsville, Pa. Info: www.nationalpike.com
- 14th Annual Old Construction & Mining Equipment Show, Sept. 9–10, 2017, Harrison Coal & Reclamation Historical Park, Cadiz, Ohio. Info: www.facebook.com/ocmes
- 13th Annual Country Crossroads Education of Yesterday show, Oct. 21–22, 2017, Dresden, Ohio. Info: www.facebook.com/EducationofYesterday ■

complex was purchased by a real estate developer with plans to rehabilitate the buildings and restore their historic character while converting them into mixed-use commercial and loft space.

In Roanoke, Va., a new historical highway marker for the **Virginian Railway Station** will commemorate this brick depot, which was renovated and re-opened to the public last year, after a fire nearly destroyed it in 2001. The station was a

stop on the Virginian Ry.'s 440-mile main line, completed in 1909 to transport coal and passengers between West Virginia and the Tidewater region of Virginia. The line was "famous for its superior infrastructure and innovative equipment" and "built its most substantial brick passenger depot in 1909 to serve Roanoke," according to the marker text. The Virginian ended passenger service through Roanoke in 1956 and became part of the Norfolk & Western Ry. in 1959. The depot is listed on the Virginia Landmarks Register and the National Register of Historic Places.—Va. Dept. of Historic Resources (www.dhr.virginia.gov).

The **Norman Studios silent film studio complex** in Jacksonville, Fla. has been granted National Historic Landmark status. It is a rare extant example of a silent film studio that was never converted to sound production, and the only surviving "race film" studio in America. Beginning in 1920, Richard E. Norman used Norman Film Mfg. Co. as a location for the production and distribution of what were known in the early 20th century as "race films," those made for African-American audiences for exhibition in African-American theaters and featuring African-American actors. The complex includes a large production office building, dressing cottage, wardrobe building, generator garage, and the film stage on Commerce Street. Next to the two-story production office was a swimming pool for aquatic scenes. The non-profit Norman Studios Silent Film Museum formed in 2007 to preserve the complex, which is mostly owned by the city of Jacksonville. Info: <http://normanstudios.org>. —jacksonville.com, Nov. 4, 2016. ■



Jet Lowe

Eldean Bridge, vertical and diagonal endpoints at east portal, 2002. HAER OH-122-10.

IA ON THE WEB

Grace's Guide to British Industrial History (http://www.gracesguide.co.uk/Main_Page). An in-depth source of historical information on industry and manufacturing in Britain. This website contains 122,195 pages of information and 184,358 images on early companies, their products, and the people who designed and built them. Also includes references to industries in North America and worldwide.

Images of Prairie Towns (<http://www.prairie-towns.com/index.html>). A photo collection that features early postcard views and other photographs of Canadian prairie towns, including many transportation and industry views.

Industrial Steam Locomotive Rediscovered In Convent Shed (<http://www.bbc.com/news/uk-england-cambridgeshire-36083074>), April 20, 2016. The 1929 locomotive, "Newstead," last used to haul coal in the 1970s, has been rediscovered at a convent in the east of England. Story and photos about its preservation and future plans for display.

Odd Historical Pole Field from Defunct AT&T Site to be Removed from Barnegat Bay, by Mary Ann Spoto (www.nj.com, search on pole field), Jan. 8, 2017, and **Historic AT&T High Seas Radio Station to be Demolished**, by Kirk Moore (www.workboat.com, search on AT&T), Jan. 12, 2017. Demolition is planned for the remains of short-

wave radio station WOO, the Atlantic coast hub of AT&T's high seas radio service. This transmitter station on New Jersey's Barnegat Bay was a critical shore-to-ship link for U.S. bluewater and coastwise shipping from the early 1930s until 1999. More than 500 antennas and poles are to be removed from the site.

This Sawmill Helped Win WWII (<http://thesouthernweekend.com/this-sawmill-helped-win-wwii/>). A brief video describing the history and present-day remains of the Long Leaf Sawmill, La., which helped supply timber for the Higgins landing craft used in WWII. The Southern Forest Heritage Museum offers tours (www.forestheritagemuseum.org).

The Women on the Mother Road (www.route66women.com). A new oral history project sheds light on women's experiences living and working along Route 66 between Chicago and California from the 1920s to mid-1980s. Writer and project director Katrina Parks traveled the route collecting dozens of stories from waitresses, hoteliers, storekeepers, teachers, and numerous travelers.—*SCA Road Notes* (Winter 2016).

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: sianeditor@siahq.org ■

IA EXHIBITS

This past August, the **National Museum of Industrial History** opened in Bethlehem, Pa. The museum, in the planning and development stage for over 17 years, faced legal, public, and political scrutiny in the last several years for its long-delayed opening. Part of the redevelopment of the sprawling Bethlehem Steel plant, the museum is situated in the former electrical shops and joins the preserved bank of blast furnaces, a performing arts space, a TV studio, and a casino. Currently only the first floor of what will be a two-story site is open with no published time frame for the second floor. For now, the museum is displaying machine tools and steam engines, on loan from the Smithsonian National Museum of American History's 1976 replica of the 1876 Centennial Exposition held in Philadelphia, which for many years were displayed at the Smithsonian's Arts and Industries building on the National Mall in Washington, D.C. The remainder of the gallery space is dedicated to Bethlehem Steel artifacts, with smaller exhibits on silk production, propane, and workers' experiences in Bethlehem's factories. Info: <http://www.nmih.org>. ■

NOTES & QUERIES

Cannon vent available for testing or other uses. A note from Bob Rawls [SIA]: Many years ago I built the belt and pulley machine shop at the Watervliet Arsenal Museum. During that time I was asked to replace the cannon vent in a 1863 Napoleon 12 pdr cannon, no. 155 manufactured by C.A. & co 1217. I have built small working models of Henry Burden's horseshoe machines and rotary concentric squeezer. Each year I lecture at the Museum and explain how the machines would operate. At times I've been asked questions on iron and iron founding. Recently I purchased the book *American Iron* by Robert B. Gordon and read of metallurgical testing specimens. I thought the cannon vent might be useful in testing or perhaps an article on the manufacture of cannon vents. How the tapered outside diameter of the vent insures a precision fit in the cannon is quite unique. If there is interest in the vent for testing or otherwise I will be happy to donate the vent. I may be contacted by email at rrawls@nycap.rr.com. ■

CHAPTER NEWS

Northern New England members met in Jaffrey, N.H. on Oct. 27 for a tour of the DD Bean & Sons paper match factory. The company was founded by Delcie Bean in 1938, and is located in a former textile mill on the Contoocook River. By 1983, it was the largest manufacturer of matches in the country, with plants also in North Carolina and Canada. However, the use of paper matches has been declining since then, with the popularity of disposable lighters. Bean currently produces about three million match books per day, and is now one of only three match producers left in the U.S., along with Atlas Match in Texas and Diamond Match in Minnesota, which makes only wooden matches. Company president Mark Bean provided a detailed tour of the manufacturing process, from start to finish.

The chapter's annual business meeting was held during lunch at the historic Peterborough Diner in Peterborough, N.H. The diner was built by the Worcester Lunch Car Co. in 1949. The afternoon featured a tour of the Monadnock Paper Mills in nearby Bennington, N.H. Dating from 1819, the company is cited as being the oldest continuously operating paper mill in the country. It makes a wide variety of specialty papers. During the tour, the mill was making paper to be used for beer bottle labels. A portion of the mill's power is generated onsite from the Contoocook River.



Marc Belanger

Box-making machinery at the DD Bean & Sons match factory, said to be the oldest continually operating piece of machinery in the plant.

Northern Ohio. On Oct. 14, NOCSIA members spent a day touring sites in and around East Liverpool, which has been a major center of the commercial pottery industry since before the Civil War. East Liverpool is in the southeast corner of Ohio, in immediate proximity to neighboring towns in West Virginia and Pennsylvania. Chapter members toured the Homer Laughlin China Co.'s Fiesta ware factory in Newell, W.Va., one of the few remaining large-scale commercial pottery plants in the U.S.; visited landmarks such as one of the last bottle kilns built in the 19th century; and received a guided tour of the Museum of Ceramics in East Liverpool, which

houses collections representing the many types of household ceramic articles produced in the area over the past 200 years.



Several members of the Northern Ohio Chapter of the SIA (NOCSIA) gather in front of the "World's Largest Teapot" in Chester, W.Va. A Chester landmark since 1938, the teapot celebrates Chester's pre-1970 position as a leading producer of ceramic teapots.

Oliver Evans (Greater Philadelphia) held its Annual Dinner at Penns Landing Caterers on Jan. 20th. The event featured an illustrated presentation by Jack McCarthy, author of *In the Cradle of Industry and Liberty: A History of Manufacturing in Philadelphia*.

Roebling (Greater N.Y.-N.J.) members enjoyed two tours in November. First was a visit to the factory in Queens, N.Y. where the legendary Steinway pianos are made, including an orientation on the company's history and a tour of the factory (tour site, 2002 Annual Conference, Brooklyn). In the afternoon, the Greater Astoria Historical Society offered a tour of the community created by Steinway, including model housing and a firehouse, school, church, and post office, plus streets, water supplies, sewers, and electric grid. Later that same week, Roebling members traveled to Bethlehem, Pa. for a day devoted to the area's steel-making heritage. At the Steel Stacks campus, former steelworkers led tours of the blast furnaces and described the steel-making process. Members then visited the National Museum of Industrial History in the former Bethlehem Steel building, now open after a decades-long effort (see note in Exhibits in this issue).

Support Your Local Chapter. For info on a chapter near you or to start one, contact Ron Petrie, SIA Director, Local Chapter Chair (ron@siahq.org) or check out the local chapters section of the SIA website (www.sia-web.org). ■

**SOCIETY FOR
INDUSTRIAL
ARCHEOLOGY**

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CALENDAR

2017

Apr. 19-22: National Council on Public History Annual Meeting, Indianapolis, Ind. Info: <http://ncph.org/conference/2017-annual-meeting/>.

May 11-13: 1st International Early Engines Conference, Elsecar, South Yorkshire, England. Info: www.earlyengines.org.

May 17-20: Early American Industries Assn. Annual Meeting, Old Sturbridge Village, Sturbridge, Mass. Info: www.eaiainfo.org.

May 18-21: SIA 46th ANNUAL CONFERENCE, HOUSTON, TEX. Members will be sent registration materials and tour itinerary in March. Info: www.sia-web.org.

May 31-June 3: Vernacular Architecture Forum Annual Conference, Salt Lake City, Utah. Info: www.vernaculararchitectureforum.org.

June 1-4: Railway & Locomotive Historical Society Annual Meeting, Stamford, Conn. Info: www.rlhs.org.

June 7-11: Society of Architectural Historians Annual Conference, Glasgow, Scotland, U.K. Info: www.sah.org/conferences-and-programs/2017-conference-glasgow.

June 15-19: Mining History Assn. Annual Conference, Fairbanks, Alaska. Info: www.mininghistoryassociation.org.

June 20-24: National Railway Historical Society Convention, Nashville, Tenn. Info: www.nrhs.com.

July 13-15: Petroleum History Symposium, Findlay, Ohio. Paper sessions and field trips. Info: <http://petroleumhistory.org/>

July 23-29: International Assn. for Caribbean Archaeology Biennial Conference, St. Croix, U.S. Virgin Islands. Covers all archeology from prehistoric through colonial to WWII. Info: www.stcroixarchaeology.org/iaca.html.

Aug. 25-30: Assn. for Industrial Archaeology Annual Conference, South East Midlands, Northampton, England, U.K. Info: www.industrial-archaeology.org.

Sept. 24-28: World Canals Conference, Syracuse, N.Y. Info: <http://wcc2017syracuse.com/>.

Oct. 4-7: Society for Commercial Archeology Conference, Cincinnati, Ohio. Info: www.sca-roadside.org.

Oct. 11-14: Assn. for Preservation Technology International Annual Conference, Ottawa, Ont. Info: www.apti.org.

2018

Sept. 13-15: XVII TICCIH Congress, Santiago, Chile. TICCIH's first in Latin America. Info: www.ticcih.org.