



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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Fall 2017

Number 4

MUSIC AND IA IN NASHVILLE 2017 SIA FALL TOUR REVIEW

From Sept. 14–17, about 50 SIA members gathered in Nashville for the annual Fall Tour. This was the second time the national organization held an event in Tennessee; the first was the 2008 Fall Tour in Chattanooga. While the country music industry has become a well-known and prominent part of Nashville's economy and culture, the area also offered a variety of manufacturing and public works facilities to explore.

Thursday's early bird tour started with a visit to the **Nissan Vehicle Assembly Plant** in Smyrna. This plant has been in production since 1983 and has manufactured over

12 million vehicles. A variety of car and SUV bodies are built on two flexible assembly lines (one vehicle may be followed on the line by a completely different model); a nearby plant builds engines. Production of the Nissan LEAF electric vehicle began here in 2013. We had a drive-through tour with headsets to overcome industrial noise. A sign, "Our Business is Booming," near the stamping plant drew a good laugh!

After lunch, the group continued to the **Old Hickory Navigation Lock and Hydroelectric Dam**, built in the early 1950s by the U.S. Army Corps of Engineers. Today, a cultural resources specialist is on staff to advise on main-

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David Knapp

Mixing board at Ocean Way Recording Studios.

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SIA FALL TOUR *(continued from page 1)*

taining the historical character of the buildings, in particular the generator housings. The primary purposes of the lock and dam were power generation and providing a navigable channel on the Cumberland River, and it is still used for recreational boating. During normal lake levels, the lock provides 60-ft. lift. For power generation, water from the reservoir enters gate-controlled intakes into the powerhouse, rotates the turbines, and discharges through draft tubes into the river below the dam. Kaplan turbines, a type in which the pitch of the runner blades can be altered, are installed here. The principal advantage of this feature is that it provides a means of adjusting for varying head. Generators, mounted on the same shafts with the turbines, produce the electric current. Transformers increase the voltage, and the electric current is carried from the power plant by transmission lines leading from the switchyard. One operator controls this dam and two others by remote control, with maintenance personnel at each site. This approach is used at several locations in

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

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

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

the Army Corps of Engineers dam system in Tennessee. A large wall map impressed us with the extent of Corps of Engineers and Tennessee Valley Authority (TVA) dams in this region.

Thursday evening, the opening reception was held at the Hotel Preston, which also served as accommodations. The reception featured a scrumptious and hearty dinner of local favorites.

Friday's itinerary, guided by Robbie Jones of Historic Nashville, ranged from music to public works, with the first stop on Music Row. Music Row does not look like an industrial site at all, or even a place where trend-setting music has been made for decades, but rather like a residential neighborhood. This is not surprising because many recording studios had their start in houses or in other buildings such as churches. We visited **Ocean Way Recording Studios**, housed in a century-old Gothic Revival gray stone church building. The studio was founded in 1996 and today remains a commercial studio as well as serving Belmont University's College of Entertainment and Music Business (the studio's business today is about 60% commercial, 40% academic). The complex contains three studios, of which Studio B is most famous for recording country and pop artists. Its custom Neve VRP 96-input recording console dates from the 1980s but has been substantially modified. We also visited Studio A, which specializes in high-quality analog-to-digital conversion. This studio uses the former church space that can accommodate a full orchestra—one of a few large enough to do so—and has the largest recording console of its type in the world. Another specialty here is multi-tracking, which is recording various instrumental or vocal tracks (often by the same musician) and then mixing them. For further details, see Robbie Jones's National Register nomination of Historic Music Industry Resources: www.nps.gov/nr/feature/places/pdfs/64501268.pdf.

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John Reap

The Hatch Show Print letterpress shop.

CALL FOR NOMINATIONS 2018

President, Vice President, Two Directors, Nominations Committee, and TICCIH Representative

Attention SIA Members!

This is your opportunity to help maintain the quality, strength, and diversity of leadership that has kept the SIA growing for more than four decades. We have six important positions to fill in the coming year, and you can help choose the next leaders of your organization.

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

In 2018, there will be six (6) openings: President, Vice-President, two members of the Board of Directors, one of the Nominations Committee, and the TICCIH representative. We need candidates willing to give their time, knowledge, and experience to the SIA.

This year's Nominations Committee is asking you to identify candidates—friends, colleagues, or perhaps even yourself—who are qualified and willing to serve. (If modesty precludes self-nomination, please find someone to nominate you.) Each candidate must be an SIA member in good standing and must consent to being considered for nomination.

The deadline for nominations is **Fri., Jan. 19, 2018**. Please send nominations, and any questions, to **Bill Vermes**, Chair, SIA Nominations Committee, 16263 Bardbury Ave., Middleburg Heights, OH 44130; 440-590-1976; wvermes@pennoni.com.

Positions Open in 2018:

President (2-year term). The President is the principal executive officer of the SIA and in general supervises and controls the business and affairs of the SIA and sees that all orders and resolutions of the Board are carried into effect. The President is a member of the Board and presides at all meetings. To be eligible for this position the candidate must have served on the Board for a minimum of one (1) year as a voting member.

Vice President (2-year term). The Vice President is a member of the Board and in the absence or disability of the President performs the duties and exercises the authority of the President; and in general performs all duties as from time to time may be assigned by the President or the Board. To be eligible for this position the candidate must have served on the Board for a minimum of one (1) year as a voting member.

Directors (3-year term). Two (2) of seven director positions are open this coming year. The Board meets approximately four times per year (both in person and online), including during the Annual Conference. Directors govern official business and affairs of the SIA and often chair committees.

Nominations Committee Member (3-year term). One (1) of three elected members who assist with recruiting and evaluating nominees and monitoring annual elections. It

is expected that members will attend the Annual Conference to count ballots and that each member will chair the committee during the final year of their term. The Chair announces the results of the election at the Annual Business Meeting during the Conference.

TICCIH Representative (3-year term). U.S. representative to the International Committee for the Conservation of the Industrial Heritage (TICCIH). The representative is tasked with increasing U.S. and SIA involvement with TICCIH. The representative is expected to fund his/her own travel expenses or be backed by an institution/company to cover the estimated \$2,000/yr. to attend the annual TICCIH meeting.

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

For summaries of the nomination process and responsibilities of SIA officials, view the SIA bylaws on the "About" screen at www.sia-web.org/. If you're unsure about the process or the obligation, please call or write the Nominations Chair at the address above. Current officeholders and their terms are shown below for your reference.

SIA Officers

Maryellen Russo, President (2016–2018)
Christopher Marston, Vice President (2016–2018)
Amanda Gronhovd, Past President (2016–2018)
James Bouchard, Secretary (2016–2019)
Nanci K. Batchelor, Treasurer (2016–2019)

Board of Directors

Marc Belanger (2015–2018)
Seth Price (2017–2018)
Paul White (2016–2019)
Suzanne Wray (2016–2019)
Mark Brown (2017–2020)
Arron Kotlensky (2017–2020)
Joe Seely (2017–2020)

Nominations Committee

Bill Vermes, Chair (2015–2018)
Mike Raber (2016–2019)
John Mayer (2017–2020)
Amanda Gronhovd, *ex officio* (2016–2018)

TICCIH Representative

Bode Morin (2015–2018)

SIA 47th Annual Conference

Richmond, Virginia • May 31–June 3, 2018

SIA's 47th Annual Conference will be held in Richmond, Va. at the Omni Richmond Hotel, Thursday, May 31 through Sunday, June 3, 2018. Early bird tours and a reception will be offered Thursday; process tours Friday; paper sessions, business luncheon, and banquet on Saturday; and optional tours available Sunday. Guided tours will explore a mix of antebellum and post-Civil War Richmond and Virginia industry, transportation, and military sites. Here's a quick preview of what to expect.

Yes, Richmond is a Southern city, but if it conjures images of moonlight and magnolias, think again. The capital of Virginia became a center of multiple key American industries before the Civil War and remained a major manufacturing and transportation town well into the 20th century. In the first half of the 19th century, Richmond exported coal, plug tobacco, and iron, and hosted the largest flour mill in the world. The most industrial city in the Antebellum South, Richmond connected to more than 200 miles of canals and five railroads. No wonder the city became the capital of the Confederacy when Virginia seceded; the Tredegar Iron Works produced half of all artillery tubes manufactured for the Confederate military. After the war, the Golden Leaf became king with Tobacco Row hosting four of the largest manufacturers in the country. Support industries such as box making, paper making, lithography, and machine shops flourished. Consolidation in various industries and the decline of Richmond's port following the rise of Hampton Roads reduced the industrial landscape, but Richmond now hosts a vibrant medical, brewing, and information economy. SIA attendees will see well-preserved examples of Richmond's past and current manufacturing and transportation landscape.

Thursday will feature an early bird tour west to Charlottesville. The University of Virginia is celebrating its bicen-

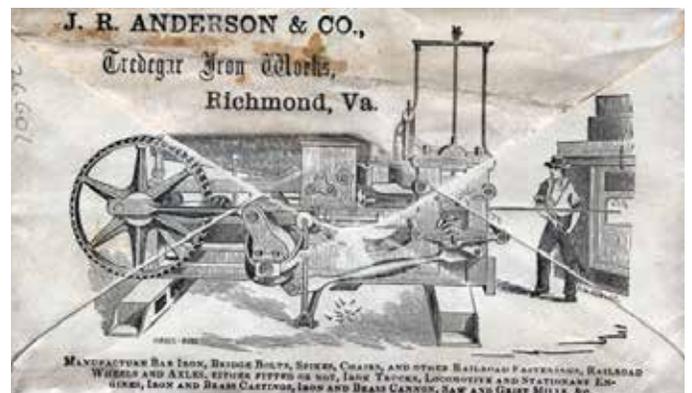
ennial, with interpreted sites and buildings that range from the early 19th through the 20th centuries. Potential tours will include the recently-completed restoration of Thomas Jefferson's Rotunda (the centerpiece and original library); exploration of early 19th-c. construction practices, living areas, and garden spaces; examples of Guastavino tiling; and the still-functional McCormick Observatory (1884). A possible visit or off-site presentation on Claudius Crozet's 4,264-ft.-long Blue Ridge Tunnel in Afton, likely to be undergoing rehabilitation at the time of the conference, is also being explored.

Additional optional tours will include a visit to the Library of Virginia and its industry-related archival collections, hosted by Gregg Kimball, and a walking tour of the historic Richmond riverfront led by Tony Opperman of Virginia DOT, featuring the Great Basin of the James River and Kanawha Canal, crossing the Mayo and Potterfield bridges, Brown's Island, and the Tredegar Iron Works. The Library of Virginia's Gregg Kimball, author of *American City, Southern Place: A Cultural History of Antebellum Richmond* (Univ. of Georgia Pr., 2000) will be our opening reception speaker.

Friday process tours are still being developed, and will feature visits to a variety of Richmond-area industrial sites, including the operating O.K. Foundry, a family-owned producer of architectural castings. A variety of area metals and machine manufacturers are also being considered. A tour of transportation sites in the Richmond area, guided by Ann L. Miller of the Virginia Transportation Research Council, will include bridges spanning the James River, the Triple Crossing of three rail lines in Shockoe Bottom, Main Street Station, and other transportation sites. A tour of Richmond canal and James River sites led by Bill Trout of the Virginia Canal Museum will include the Great Basin, a river cruise, the Great Ship Lock Park and the inland William R. Trigg



View looking to Main Street Station and train shed, ca. 1971.



Tredegar Iron Works.

Call For Paper Abstracts & Session Proposals

SIA 47th Annual Conference, Richmond, Virginia

Call for Paper Abstracts & Session Proposals

The SIA invites proposals for presentations and poster displays at the 47th Annual Conference in Richmond, Va., May 31–June 3, 2018. The presentation sessions will be held at the conference hotel, the Omni Richmond Hotel, on Sat., June 2, 2018.

We invite presentations on all topics related to industrial archeology, history of technology, social change related to industry, and historic industrial structures and bridges. Papers about regional Mid-Atlantic industries and transportation are particularly encouraged. Poster displays can be on works in progress or finished projects. All presentations and poster displays should offer both interpretation and synthesis of data.

Deadline for proposals is Jan. 31, 2018.

www.sia-web.org/sia-47th-annual-conference

Presentation Formats: Proposals may be for individual presentations 20 minutes in length, a group of three or four presentations on a common theme filling a 90-minute session, or a 90-minute panel discussion with 2–5 discussants (a formal moderator is optional, but encouraged). SIA will provide computers, data projectors, screens, microphones, and speakers as needed in each presentation room. Posters will be on display all day Saturday with a dedicated time for poster presenters to be at their poster for discussion.

Proposal Formats: Proposals should be submitted online unless special arrangements have been made. Each proposal must include:

1. The presentation title (you will indicate the type of presentation—single paper, session proposal, or poster—on the submission form)
2. A 150–300-word abstract that outlines the scope, findings, and conclusions of the presentation
3. Contact information including name, affiliation, email address, mailing address, and telephone number for each presenter

4. A brief biographical statement of 100–150 words for each presenter

5. The software (incl. version) used to create your presentation and any additional audio-visual requests beyond the standard equipment listed above.

For 90-minute themed sessions or panel discussions, the organizer should submit a title and a brief description of the theme, along with all above information together as a group as prompted on the online submission form. If any of these items is missing, the proposal cannot be considered. Note that the above word counts apply separately to each presenter in a group. Also note that all speakers are expected to pay the registration fee (for either the full conference or one-day rate).

To submit your proposal and for further information, go to the online form linked at www.sia-web.org/sia-47th-annual-conference.

For questions please contact Paul White, SIA Presentations Committee Chair, pjwhite2@alaska.edu.

Student Travel Scholarships. The SIA awards travel scholarships to help full-time students and professionals with less than three years of full-time experience to attend annual conferences. Those interested in applying for a travel scholarship to attend the 2018 Annual Conference in Richmond, Va. should submit a concise letter outlining their demonstrated interest in and commitment to industrial archeology or a related field, and one letter of reference. **Deadline for applications is Mar. 31, 2018.** Apply to Patrick Harshbarger, SIA Scholarship Committee, 305 Rodman Rd., Wilmington, DE 19809; (609) 695-0122, ext. 115; psharshbarger@hunterresearch.com.

Shipyards, Tidewater Connection Locks, additional sites along the James River and Kanawha Canal, and the Gothic Revival 1883 pump house. A tour of maritime sites in Virginia's Tidewater area, led by Arron Kotlensky, will feature visits to the USS *Monitor* Center and Batten Conservation Laboratory at the Mariners' Museum and Park in Newport News, Fort Monroe in nearby Hampton (the largest of the antebellum Third-System seacoast fortifications), and other sites east of Richmond.

The SIA Richmond planning committee is also planning to offer industrial archeological tours of the Tredegar Iron Works, the Old Dominion Railway Museum, and local breweries. Planning for these and other exciting events continues (and is subject to change). We look forward to seeing you in Richmond!

—Arron Kotlensky, Gregg Kimball, Ann L. Miller,
and Christopher Marston



John Reap

Old Hickory lock and miter gate.



Aron Eisenpress

Old Hickory Dam (showing from left to right the hydro plant, dam, and locks behind the tree).

The tour then proceeded to a unique Nashville structure, a replica of the **Parthenon**, built in 1897 for the Tennessee Centennial Exposition and reconstructed in the 1930s. The choice of the Parthenon reflected Nashville's reputation as the "Athens of the South" because of its universities and culture. The lower floor functions today as an art exhibit space. Upstairs, in the same position as that in Athens, is a replica of the long-lost statue of Athena Parthenos created by Phidias for the original Parthenon. Based on detailed research, Nashville native Alan LeQuire sculpted the new 42-ft.-tall Athena, gilt with more than 8 lbs. of gold leaf, and with a 6-ft. statue of the goddess Nike in her hand.

A plaque at the site explains that Nashville's Parthenon is a full-scale replica of the ancient temple in Athens, but it was constructed of different materials. While the Parthe-

non in Athens was built of hand-cut marble from Mount Pentelicus, Nashville's Parthenon was made of cast concrete aggregate. Concrete pioneer John J. Earley perfected a technique of mixing and molding concrete that brought the colorful pebbles to the surface. The Earley Process gives Nashville's Parthenon a honey-brown color in an attempt to imitate the weathered Pentelic marble of the original, which contains iron oxide that turns pale gold over time. The Nashville construction firm Foster & Creighton used molds made of staff, a plaster and fiber mixture resembling stucco, to form the exterior columns of the Parthenon.

After lunch in Centennial Park, the tour proceeded to the **Omohundro Water Works**, built in 1889, consisting of two plants each supplying 90 million gallons of water per day to the city of Nashville. The turbines, originally steam but replaced by electric in 1953, fed the 8th Ave.



Aron Eisenpress

SIA members visit Ocean Way Recording Studios.



James Bouchard

Nashville Toll Bridge abutment.

Reservoir; water treatment began in the 1920s. The boiler house contains a control room and administrative offices. The purification process includes grit removal tanks, a contact chamber with chemicals and water, powdered activated carbon to improve the taste in summer, and a flocculation basin where a small slow-turning turbine sends the water on to settling basins and filters.

The rest of the afternoon was taken up by visits to three bridge sites. The **Shelby Street Bridge** was built in 1908–09 as a three-span through-truss bridge, closed in 1998, and converted to pedestrian use in 2003. Listed as the first bridge built with reinforced-concrete arched approaches, it has both reflected and benefited from the revitalization of downtown Nashville, and today serves as a gateway between downtown Nashville and its NFL stadium across the river.

Only the abutments remain of the second bridge we visited, an 1823 span built to a design by Louis Wernweg. As the first bridge to cross the Cumberland River, the **Nashville Toll Bridge** was used by Cherokees and other southeastern Native Americans being removed along the Trail of Tears to Oklahoma Territory in 1837–38. A partnership among the Nashville-based Native History Association, Tennessee DOT, and National Park Service has worked to identify, document, certify, interpret, and stabilize the abutments since 2012. Christopher Marston [SIA] wrote the HAER report for the Nashville Toll Bridge Abut-

ments and presented his findings; see www.loc.gov/pictures/item/tn0484/. The third bridge we visited, the **CSX Cumberland Swing Bridge**, was constructed in 1931 by the Louisville & Nashville RR. Consisting of three Camelback through trusses with a center swing span, the present bridge is the fourth railroad bridge on this site since 1857.

Much of Saturday’s touring demonstrated that in Nashville, music is not simply pop culture. Here, music is industry, and the symbiotic relationship was evident at various tour sites. SIA members first visited the historic **RCA Studio B**, the studio most famous for the 1960s recordings of the “Nashville Sound.” While the acoustic engineering was not visible, tour guide Brenda Allen treated us to its marvels, playing various samples of music by Elvis Presley, Dolly Parton, Roy Orbison, the Everly Brothers, and more. Over 1,000 Top 40 hits were recorded in Studio B, more than any other studio. Hearing the Nashville Sound in this setting could make a fan out of anyone!

On view throughout were many of the original instru-

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Marni Walter

The Nashville, Chattanooga & St. Louis Ry. Locomotive No. 576.



James Bouchard

An SIA member prepares to print a souvenir poster at the Hatch Show Print shop.

SIA FALL TOUR *(continued from page 7)*

ments and recording equipment that were used at these historic recording sessions. The original Steinway—which Elvis played at all his sessions—is the centerpiece of the studio. But the Hammond B3 organ paired with Leslie 750 speakers were equally important to several decades of recording sessions. Tour participant John Reap [SIA] investigated into the technical history of these instruments. Hammond electronic organs were considered high-tech in the late 1930s. They employed a number of wheels having teeth cut into the outside edges, all driven by a common electric motor. As the teeth passed between a magnet and an opposing sensor coil, they generated tone signals; the more teeth, the higher the pitch. The tone signals were



John Reap

RCA Studio B, Hammond B3 organ and Leslie 750 speaker.



Robbie Jones, New South Associates, Nashville

The SIA tour group at the Omohundro Water Treatment Plant, Filtration Building.

amplified and passed to a speaker in the cabinet. The B3, built between 1954 and 1975, added a second keyboard that could emulate additional instruments, and still has a following among professional musicians.

Bypassing the organ's built-in speaker and porting it to Leslie speaker cabinets offered additional effects, tremolo highs and a chorale mode for the distinctive rolling lower-mid frequencies that came to be associated with the Hammond sound. A crossover network in the 1970s-era Model 750 cabinet sorted the frequencies and sent them through six built-in, transistorized amplifiers to four fixed mid-range 6 × 9-in. speakers, a downward-firing 15-in. woofer, and the Roto-Sonic unit speakers. In 1985, years after Laurence Hammond died, the organ company closed and was purchased by Suzuki Musical Instruments, which also acquired the manufacturer of Leslie speakers. Two of the best-known rock pieces featuring B3/Leslie solo passages are Steppenwolf's *Born to Be Wild* and *Magic Carpet Ride*, by keyboardist Goldy McJohn.

The next stop on the tour, **Hatch Show Print**, helped to promote the artists who recorded at Studio B, and many more. Now housed in the Country Music Hall of Fame and Museum, this letterpress shop has produced posters and handbills for fairs, concerts, movies, and events, using hand-carved wooden block type, for more than 130 years. Here we saw many elements of a historic print shop—a trove of letterpress equipment including antique and present-day presses, composing sticks, furniture, type, and an entire wall full of print design and stock imagery elements—while our tour guides shared stories of ways the equipment has been used and recycled over the years, and the company's many intersections with Nashville music history. Spanning

decades, Hatch Show Print posters chronicle Nashville's music history as well as other events such as presidential elections and more. After viewing the letterpress shop, the tour moved to the "Space for Design," where each member of the group printed a souvenir poster and handled various tools of the trade. Our tour also included free time to take in the **Country Music Hall of Fame and Museum**, an impressive, modern museum with exhibits that display the origins, history, and sounds of country music, using artifacts and photographs combined with recordings and vintage video.

After lunch in Centennial Park, several members of the Nashville Steam Preservation Society (NSPS) were on hand to discuss the **Nashville, Chattanooga & St. Louis Ry. Locomotive No. 576** and its restoration. No. 576 was built in 1942 and is considered an excellent example of the pinnacle of steam technology. The NSPS is working toward restoring the locomotive to operation for the use of the general public. Aside from being one of the largest steam locomotives left in existence in the southeastern U.S., another claim to fame was when Johnny Cash did a photo shoot with the locomotive for a 1969 cover of *Life* magazine.

The next stop was the **Nashville Arcade**, which opened to the public in 1903 as the city's first enclosed shopping area. The local architectural firm of Thompson, Gibel & Asmus was commissioned to design the two-story arcade. The Nashville Bridge Co. installed the roof's rolled steel bracing system; the contractor was the Edgefield & Nashville Mfg. Co. The entrances are marked by identical Palladian facades, and the interior space is two stories high and opened to the gabled glass roof. Today, a mix of shops, restaurants, galleries, and offices occupy the arcade.

A trip to **Marathon Village** completed Saturday's events. This two-story brick factory, built in 1910, was the home to Marathon Motor Works. Car production ceased in 1914, and the building today houses numerous shops (including that of the History Channel's *Antique Archaeology* program), a brewery, and a distillery. Before heading upstairs to the closing banquet, some SIA members walked through the main Marathon Village building, where many historic industrial items were on display including car parts and sewing machines. Members enjoyed the closing BBQ dinner in a second-story area of the historic building, overlooking the skyline of Nashville.

The Fall Tour concluded with Sunday's optional visit to the **Hermitage**, the plantation home of Andrew Jackson, seventh president of the United States. SIA members explored the museum, formal gardens and farm, and dwellings for slaves and laborers with a self-guided audio tour, and visited the main house, a two-story Greek Revival mansion completed in 1819, during a guided tour. Agriculture was the main industrial pursuit at the Hermitage, where the farm specialized in cotton and corn production.

Thanks go to Julie Blair, Karl Blair, and Christopher Marston for their work in planning and managing this event; Kieran Blair for local coordination; and Richard Quin and Robbie Jones for helping to identify sites and writing the program. Many thanks also to the manufacturers, historic sites, on-site guides, and community officials who made this year's Fall Tour a success.

*With contributions by
Diana Bouchard, James Bouchard,
Aron Eisenpress, Robbie Jones, David Knapp,
Richard Quin, John Reap, and Marni Walter*



Panoramic view inside the Omohundro Water Works.

David Knapp

Richard Anderson's Work Reflected in the Ford Piquette Avenue Plant Secret/Experimental Room Exhibit

On Sept. 14, 2017, the Ford Piquette Avenue Plant (NHL) in Detroit (tour site—1980 SIA Annual Conference, Detroit, Mich.) opened a new exhibit which is a re-creation of the Secret/Experimental Room where Henry Ford and a team of engineers designed the Model T Ford in 1907–1908. The re-creation of this space was made possible by Richard K. Anderson's in-depth industrial archeology examination of the space, along with his thorough search of historical records. His study, *Invented Here: Henry Ford and the Model T at the Piquette Avenue Plant*, was completed in 2006 for the Model T Automotive Heritage Complex. Richard was able to establish the shape and dimensions of this space, the specific locations of various design and fabrication work completed there, and the machinery that was in place to fabricate prototype parts.

I was part of a team of designers and historians, including Bob Casey, who developed the exhibit design over several years starting around 2010, based on Richard's work. The completion of the exhibit was long-delayed because of the need to first repair a leaking roof above the exhibit space and, naturally, the need to raise funds to build and equip the exhibit.

The designers gave credit to Richard Anderson (whose obituary was published in *SIAN*, Summer 2017, Vol. 46, No. 3) in the exhibit itself, but also discussed his central role in a "Behind the Scenes" video clip which can be accessed at <https://vimeo.com/235089859>.

I would urge *SIAN* readers to go to this video clip. This is one of several legacies of Richard K. Anderson.

Charles K. Hyde

Note from Headquarters: New SIA Facebook Page

The Society for Industrial Archeology has a new Facebook page (see www.facebook.com/Society-for-Industrial-Archeology). This social media outlet provides a means to quickly communicate with the SIA membership about SIA national activities, local chapters' activities, events hosted by our institutional members, and other news and features of interest to the IA community.

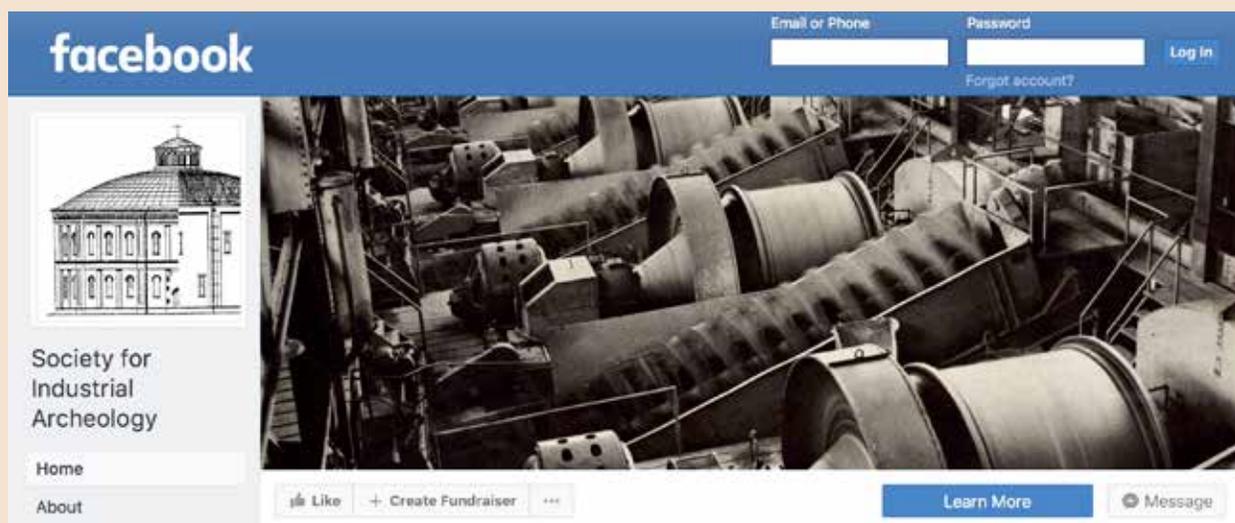
The new page is also intended to be an outreach tool to help engage the wider public with the SIA and industrial archeology in general. Toward this end, SIA members are encouraged to submit material on subjects of IA interest—industrial sites, engineering sites, machinery, bridges, public infrastructure, etc. These submissions need not

be elaborate—a good photograph with an explanatory caption will serve the purpose well. Please email photographs and captions to headquarters at sia@siahq.org.

Please note our new Facebook page can be distinguished from our previous page, which is no longer active, by its profile picture with partial SIA Gasholder Logo and its cover photo featuring ball mills from the Calumet & Hecla reclamation plant, formerly located in Lake Linden, Mich.

You can find more information about SIA's social media presence on the SIA website, www.sia-web.org.

Dan Schneider



The profile picture and cover photo for SIA's new Facebook page.



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

PUBLICATIONS OF INTEREST

Vol. 46, No. 4

Fall 2017

COMPILED BY

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

GENERAL INTEREST

- ◆ Peter Callaghan. **Amid Obstacles, Activists Envision an Audacious Plan for Upper St. Anthony Lock and Dam: Making It Part of a National Park.** *Minnpost* (Feb. 8, 2017). Avail.: www.minnpost.com. The possibilities and competing interests involved in adding the lock, closed in 2015, to the Mississippi National River & Recreation Area.
- ◆ Kay S. Hymowitz. **The New Brooklyn: What It Takes to Bring a City Back.** Rowman & Littlefield, 2017. Analysis of the impact of gentrification through portraits of several Brooklyn neighborhoods concludes that gentrification has winners and losers but urban decline makes losers of everyone. Rev.: *NYT* (Feb. 5, 2017), p. 11.
- ◆ **IA News**, No. 181 (Summer 2017) includes Miles Oglethorpe, *The FORTH Dimension: 3D Documentation of the North Bridges* (digital surveys of the Forth Bridge and the Forth Road Bridge); Marilyn Palmer, *Sad News for the World's Last Steam-Powered Cotton Weaving Mill* (The Lancashire County Council decides to close the historic site to the public); David Moore, *Saving Sandfields Pumping Station—A Hidden History of the Black Country* (campaign to save the station with its Cornish beam engine of 1874); Frieder Bluhm, *A Sewage Works Turns into an Adventure—The Old Wastewater Museum, Stara Isterina, in Prague, Czech Republic* (considered the most significant industrial buildings in the Czech capital, the wastewater treatment plant dates to 1901–05); Mike Nevell, *A Burning Question: Why So Many Mill Fires?* (2016 was a particularly bad year for mill fires in the U.K., attributed to arson).
- ◆ **IA News**, No. 182 (Autumn 2017) includes Marilyn Palmer, *Europa Nostra UK Nominates Queen Street Mill for the Most Endangered Sites List* (European seven most endangered sites lists the world's last surviving cotton weaving mill still powered by its original steam engine in Brumley, Lancashire, U.K.; the mill was closed to the public in Sept. 2016); Geoff Wallis, *An Uncertain Future—Industrial Archaeology, A Post-war 'Ology'* (decline of IA as a discipline and approaches to renewing the vision including advocacy and practical conservation projects, engaging with younger people, etc.); *A Fine Partnership: Worthington-Simpson* (celebrating the centenary of the founding of Worthington-Simpson, Ltd., an international leader in the design, manufacture, and supply of engines and pumps); Ian Mitchell, *International Early Engines Conference, Elescar Ironworks, 11–13 May 2017* (conference report); John Willock, *80 Years of the Gas Turbine Project* (celebrating the 80th anniversary of the world's first operational run of a gas turbine turbojet engine by Frank Whittle at the British Thomson-Houston Works, Rugby); John Copping, *AIA Spring Tour 2017 to Randstad, Netherlands* (conference tour report); and many other news reports on IA activities throughout the U.K.
- ◆ Tyler J. Kelley. **Finding Common Ground.** *NYT* (Jan. 17, 2017), p. D1, D4. Metal detectorists are often at odds with archeologists but the Mashantucket Pequot Museum and Research Center has formed an alliance with local citizen-scientists to explore Pequot war-era sites.
- ◆ Helene Stapisnki. **The Falls Still Roar in Undiscovered Paterson.** *NYT* (Sept. 24, 2017). Travel Section, p. 8. Recommends industrial Paterson as a tourist destination, citing the Great Falls, the city's industrial history museum, the Paterson Great Falls National Park and its waterpower, Alexander Hamilton lore, historical links to poets Allen Ginsberg and William Carlos Williams, and ethnic neighborhoods and foods as prime attractions.
- ◆ Alexandra Stevenson. **A Billionaire-Fueled Revival.** *NYT* (Aug. 9, 2017), p. BU 1, 4–5. Reinvestment in Beloit, Wis. is reviving former industrial sites with entrepreneurial businesses.
- ◆ Joe Flatman. **Excavating the CA Archive: Modern Archaeology.** *Current Archaeology* (Nov. 2, 2017). Industrial archeology is highlighted as a significant “new arrival” to the professional field of archeology during the past 40 years, as viewed from the archives of the British archeological magazine.
- ◆ Christoph Lindner and Brian Rosa, eds. **Deconstructing the High Line: Postindustrial Urbanism and the Rise of the Elevated Park.** Rutgers Univ. Pr., 2017. 232 pp., photos. \$28.95 paper; \$95 cloth. Essays by planners and architects directly involved in the High Line's design and by a diverse range of scholars from the fields of urban studies, geography, anthropology, sociology, and cultural studies. Authors analyze the High Line from multiple perspectives, critically assessing its aesthetic, economic, ecological, symbolic, and social impacts.

IRON & STEEL

- ◆ Binyamin Appelbaum. **America's Disappearing Smelters.** NYT, July 2, 2017, p. BU1, BU5. Overview of loss of aluminum smelting in America and where it has moved. Cheap electricity has resulted in major development in former fishing towns of Iceland. A revitalization boom for them while American towns that once hosted smelters are struggling. China's new aluminum industry gets blamed but has made only small inroads by supplying cheap aluminum to American manufacturers.
- ◆ Ken Kobus [SIA]. **How Andrew Carnegie's Genius and Blue-Collar Grit Made Pittsburgh the Steel City. A Third-Generation Mill Worker Pays Homage to the Controversial Industrialist.** *Zócalo Public Square*, Apr. 7, 2017. (www.zocalopublicsquare.org, search on Carnegie steel). The author, a retired mechanical engineer and third-generation steelworker, discusses reasons for Pittsburgh's place at the forefront of mass-production steelmaking. Aside from physical attributes like ample coal supplies, and extensive river and rail networks, Kobus examines the influence of Andrew Carnegie's inventiveness as well as expert managers and the lore of hard-working steelworkers in Pittsburgh's success as a capital of the steel industry.
- ◆ **Sheffield's Steel-Making History Unearthed.** *BBC News*, July 20, 2017. (www.bbc.com, search on Sheffield steel history). Excavation at the Hollis Croft site and the previously excavated former Titanic Works uncovered remains of Sheffield's steel industry prior to 1850, including three well-preserved cellars of crucible furnaces and the remains of a cementation furnace. The sites are now on view to the public for the first time.
- ◆ Nicole Radziewich. **Preserving Bethlehem Steel on Canvas.** *Morning Call* (Bethlehem, Pa.), Oct. 10, 2017. Avail: www.mcall.com/news/local/bethlehem/mc-nws-bethlehem-steel-plein-air-20170911-story.html. Artist Rachel Lussier creates paintings of the remnants of Bethlehem Steel and discusses the importance of doing so in the open air on-site, rather than from photos.

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With Thanks.

- ◆ Clayton Ruminski. **Iron Valley: The Transformation of the Iron Industry in Ohio's Mahoning Valley, 1802–1913.** The Ohio State Univ. Pr., 2017. 318 pp., 92 b&w photographs. \$119.95 hardback, \$29.95 paperback. Presents the story of Youngstown, Ohio, and the surrounding Mahoning Valley's rise from mid-scale iron producer to 20th-c. "Steel Valley." Located halfway between Pittsburgh and Cleveland, the Mahoning Valley became a major supplier of pig iron to major industrial regions. Ruminski argues that because of outside consumers' reliance on the Valley's pig iron, Youngstown-area iron manufacturers were content to let others in the industry innovate, and only modernized when market conditions forced them to do so. Some Youngstown iron manufacturers eventually looked toward steel and endured a rapid, but successful, industrial transformation.

MINES & MINING

- ◆ Ron Pearson. **End of the Line: Rockhill #9. Part V: Inside the Tipple.** *TT*, Vol. 29, No. 3 (Fall 2017), pp. 11–17. Rockhill #9 was the last deep mine excavated and operated by the Rockhill Coal Co. Part V of a six-part series about the mine, its main structures, and its haulage systems including the East Broad Top RR. This installment includes many photos and details about the tipple at Rockhill mine, the structure where the mine run of finished coal is brought by mine car, then dumped, processed, and loaded into railroad hopper cars for delivery. Photos and sketches.
- ◆ Paul J. White [SIA]. **The Archaeology of American Mining.** Univ. Pr. of Florida, 2017. 216 pp. \$74.95 (hardback). Synthesizes 50 years of archaeological research on American mining sites, incorporating findings from an array of subfields, including historical archaeology, industrial archaeology, and maritime archaeology. Case studies are taken from a wide range of contexts, from eastern coal mines to Alaskan gold fields, and with special attention paid to the domestic and working lives of miners.

LUMBER & PAPER

- ◆ Marilyn Hatch. **Documented Sash Sawmills Surveyed in the United States, 2011–2012.** *OMN*, Vol. 44, No. 3 (Summer 2017), pp. 19–23. Identifies some two-dozen mills and classifies as to whether original/reproduction, operational/non-operational, and whether privately or publicly owned. Includes a short description and photograph of each mill.
- ◆ Dan Kraker. **Cloquet Matchsticks Factory, Last in the U.S., to Shut Down.** *MPR News* (May 2, 2017). Avail. www.mprnews.org. Diamond Brands in Cloquet, Minn. (SIA tour site, 2000) is closing down, striking a blow to the "City of Wood Industries."
- ◆ Beverly Steenstra. **The World's Largest Clothespin Factory.** *Goldenseal*, Vol. 43, No. 2 (Summer 2017), pp. 10–17 [published by the State of W.Va. Culture Center]. The Dodge Clothespin Co., Richwood, W.Va., established in 1901, prospered due to access to material from local beechwood forests. The focus of the article is an interview with Goldie Webb, age 93, who began working in the factory in 1942, and with Allen Barker, who has a large collection of clothespin factory memorabilia.

RAILROADS

- ◆ Frank Kyper. **Tracks Around Mount Union.** Garbely Publishing Co., Pompton Plains, N.J., 2017. 134 pp., \$50, photos, maps, drawings. Tells the story of Mount Union, a railroad town where industrial concerns (especially brick-making) were facilitated by a comprehensive web of both standard and narrow gauge rail lines. The town had trains running on standard gauge tracks of the Pennsylvania RR and also on four narrow-gauge RRs, including the East Broad Top.
- ◆ Brian M. Rosenthal, Emma G. Fitzsimmons, and Michael La-Forgia. **The Making of a Meltdown: How Politics and Bad Decisions Plunged New York's Subway into Misery.** *New York Times* (Nov. 19, 2017), pp. 1, 24–27. Analysis of years of reduced funding and political maneuvers that have caused New York City's MTA (owned by the city but operated by the state) to descend into a state of disrepair that has included two derailments in the past year.
- ◆ David Zax. **The True History of the Orient Express.** *smithsonian.com* (Nov. 7, 2017). From its first journey between Paris and Constantinople in 1883, the Orient Express was the European standard for luxury and beauty on the rails. Georges Nagelmackers, a Belgian banker's son who was the Orient Express's principal backer, drew inspiration from America's George Pullman.

AUTOMOBILES & HIGHWAYS

- ◆ **SCA Journal**, Vol. 35, No. 1 (Spring 2017) is an issue devoted to the 40th anniversary of the Society for Commercial Archaeology. Articles describe the founding of the SCA, the exciting early days of discovering new roadside architecture and signs, growth beyond the SCA's local New England roots, and transformation into a national organization that has a small but dedicated following described as "a strange assemblage of unforgettable characters [who] gets together to explore roadside haunts, share stories, and reconnect."
- ◆ Historic England. **8 Interesting Buildings That Wouldn't Exist If It Wasn't for the Car.** *Heritage Calling* (13 June 2014), <https://heritagecalling.com>. From garages to automobile showrooms, a look at the impact of automobiles on England's infrastructure.

AERONAUTICS & AEROSPACE

- ◆ Edgar Durbin [SIA]. **Navigation for Apollo.** *Quest, The History of Spaceflight*, Vol. 24, No. 3, 2017, pp. 39–56. Describes navigation during Apollo Moon landing missions 1969–72, including the roles of onboard and ground systems.

AGRICULTURE & FOOD PROCESSING

- ◆ Annie Correal. **The Secret Life of the City Banana.** *NYT* (Aug. 6, 2017), p. WE1, WE6. The current and past process of shipping, ripening, and selling bananas in New York.
- ◆ Linda Civitello. **Baking Powder Wars: The Cutthroat Food Fight that Revolutionized Cooking.** Univ. of Illinois Pr., 2017. \$19.95. 252 pp. Details the struggle to transform America's diet and rewrite its recipes. First patented in 1856, baking powder led to bare-knuckle litigation and bold-faced bribery, competing formulas and ruthless pricing to win loyal consumers for the new leavening miracle.

BUILDINGS & STRUCTURES

- ◆ Kathryn E. Young. **Developer Transforming Former Tobacco Warehouses into Clopton Siteworks in South Richmond.** *Richmond (Va.) Times-Dispatch*, July 2, 2017. (www.richmond.com/business/, search on Clopton Siteworks.) Eight of 26 former Phillip Morris tobacco warehouses have been renovated and now house a mix of light industrial and creative businesses. The new development is renamed Clopton Siteworks. Developer Fountainhead Properties hopes to renovate more of the warehouses in the coming months.
- ◆ Denise M. Bonilla. **Historic Loss: Developer Says Industrial Building from 1895 Can't Be Salvaged.** *Newsday* (N.Y.), March 21, 2017, p. A17. The Vulcanite Mfg. Co., which produced button, costume jewelry, and other small metal items, built the oldest remaining industrial building in Lindenhurst, N.Y. The factory, which most recently housed kitchen and bath design showrooms, is slated to be demolished for a residential development.

BRIDGES

- ◆ **Covered Bridge Topics**, Vol. 75, No. 4 (Fall 2017) includes *A Visit to Bucks County, Pennsylvania* (photographic essay with images dating mostly from the 1950s and 1960s); *Up on the East Branch of the Delaware River* (images of covered bridges in Delaware County, N.Y.); *Salisbury Station Bridge, 1865-2016* (remembering the bridge between Cornwall and Salisbury, Vt., a 154-ft.-long Town lattice truss, lost to fire in 2016); *Two Bayou Bridge, Camden, Arkansas* (photograph and brief description of bridge that was abandoned and lost in the 1940s); *Tales of Old Maine Covered Bridges* (excerpts from interviews and research undertaken by Richard Sanders Allen [SIA] in the mid-1950s, highlight reminiscences of tollkeepers); and *The Sad Last Days of Mortonville Bridge* (Burr truss over the West Branch of Brandywine Creek, collapsed in the late 1970s).
- ◆ Erica Wagner. **Chief Engineer: Washington Roebling, The Man Who Built the Brooklyn Bridge.** Bloomsbury, 2017. \$28. 364 pp., illus. Biography of the builder of the Brooklyn Bridge based on a recently rediscovered memoir offers insight into the mind of the innovator who brought his father's vision to reality with the able assistance of his wife. *Rev.:* *NYT* (Aug. 13, 2017), p. 9.

WATER CONTROL & RECLAMATION

- ◆ Leslie Tomory. **The History of the London Water Industry, 1580–1820.** Johns Hopkins Univ. Pr., 2017. 336 pp., illus. \$54.95. Explores the technological, cultural, and mercantile factors that created and sustained London's water industry in the early modern period. Tomory shows how new technologies imported from the Continent, including waterwheel-driven piston pumps, spurred the rapid growth of London's water supply network. Meanwhile, several key local innovations reshaped the industry by enlarging the size of the network. The network's success made it a model for other cities in Europe and beyond as they began to build their own water networks, and inspired builders of other large-scale urban projects, including gas and sewage supply networks.
- ◆ Jon Wilkman. **Floodpath: The Deadliest Man-Made Disaster of 20th-Century America and the Making of**

Modern Los Angeles. Bloomsbury Pr., 2016. 336 pp. \$28. Combining eyewitness accounts and urban history research, Wilkman recounts the story of the St. Francis Dam, a 20-story-high concrete structure 50 miles north of Los Angeles. In March 1928 the structure suddenly collapsed, releasing a devastating flood that destroyed everything in its 54-mile path to the Pacific Ocean and claimed nearly 500 lives. A key figure is William Mulholland, the self-taught engineer who created an unprecedented water system, allowing Los Angeles to become America's second-largest city, and who was also responsible for the design and construction of the St. Francis Dam.

WATER TRANSPORT

- ◆ Wade A. Lallier. **Chenango Canal: The Million Dollar Ditch.** Arcadia Publishing, 2017. 128 pp., photos. \$21.99. In 1825, the Omnibus Canal Bill called for a survey of a canal linking the Susquehanna River at Binghamton to the Erie Canal in Utica. After eight years of legislative battles, the canal was finally authorized in 1833 with a proposed million-dollar budget. Completed in 1836, the 97-mile canal was touted as "the best built canal in New York State." It brought a measure of prosperity to communities along its length, delivering cheap coal from Pennsylvania to emerging steam-powered factories.
- ◆ Kirk Moore. **Squeeze Play: Hudson River Steam Generator Tow Timed to Tides and Bridge Clearances.** *WorkBoat* (Aug. 10, 2017). Avail. www.workboat.com. The tallest, heaviest object ever moved on the Hudson River was the 130-ft. tall, 4,000-short-ton heat recovery steam generator recently built for PSE&G's Sewaren 7 project at Woodbridge, N.J. at the Port of Coeymans marine terminal near Albany, N.Y. Several bridges along the way posed clearance challenges.

POWER GENERATION

- ◆ David A. Simmons. **Silent Channels: Building Standard Oil's Pipeline Empire.** *Timeline*, Vol. 34, No. 4 (Oct.-Dec. 2017), pp. 45-53. Recounts the development of oil and natural gas pipelines throughout Ohio, West Virginia, and western Pennsylvania from the late 19th c. to mid-20th c.
- ◆ **Windmillers' Gazette**, Vol. 36, No. 3 (Summer 2017)

includes T. Lindsay Baker, *Lesser-Known but Significant Windmill Makers of Indiana*; Glen E. Swanson, *The Great Eclipse of 1878 and Thomas Edison's Wind Turbine*; and Chris Gillis, *Brake Failure*. Avail: \$20/yr., published quarterly. Christopher Gillis, Editor, P. O. Box 788, Buckeystown, MD 21717; www.windmillersgazette.org.

MISC. INDUSTRIES

- ◆ Thomas Berry. **A Contractor's History of Early Scrapers.** *Equipment Echoes* #124 (Spring 2017), pp. 25-28. Includes illustrations of horse/mule-drawn, Western-wheeled and Fresno scrapers used by railroad, dam, and building excavating contractors prior to tractor-drawn equipment. Published by the Historical Construction Equipment Assn. (<http://www.hcea.net/>).

ABBREVIATIONS:

- CBT = *Covered Bridge Topics*, published by the National Society for the Preservation of Covered Bridges
- IA News = *Bulletin of the Association for Industrial Archaeology* (U.K.), www.industrial-archaeology.org.
- NYT = *New York Times*
- OMN = *Old Mill News*, published by the Society for the Preservation of Old Mills (SPOOM)
- SCA = Society for Commercial Archeology
- TICCIH = *The International Committee for the Conservation of the Industrial Heritage*, www.mnactec.com/ticcih
- Timeline = published by the Ohio Historical Society, \$40/yr. Info: (614) 297-2315
- TT = *Timber Transfer*. Published by Friends of the East Broad Top. Avail. with membership. \$30/yr. www.febrt.org.

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. ■

SIA Industrial Heritage Preservation Grants

Application Deadline: Mar. 1, 2018

The SIA offers Industrial Heritage Preservation Grants (IHPG) from \$1,000 to \$3,000 for the study, documentation, recordation, or preservation of significant historic industrial sites, structures, and objects. Funds may be used for a range of projects including, but not limited to: increasing public awareness of preservation efforts, photography, videography, preparing inventories, and developing measured drawings of extant significant industrial sites, structures, maritime facilities, and industrial artifacts. Grant recipients must agree to prepare a written

summary of their project suitable for publication in either the *SIAN* or for *IA*, the Society's scholarly journal.

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

For info on how to apply: www.sia-web.org/activities/preservation-grants



2018 SIA GENERAL TOOLS AWARD

Call For Nominations

It's time for nominations for the 2018 SIA General Tools Award (GTA) for Distinguished Service in Industrial Archeology. We need nominations from any SIA member in good standing or from a group of you.

This is the highest honor the SIA can bestow.

It recognizes individuals who have given sustained, distinguished service to the field of industrial archeology. The award is presented at the SIA's annual business meeting.

Here's what we're looking for: (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. Teams, groups, agencies, firms, or any other collective entities are not eligible.

The process is easy, and we will help. Just write a 2–3 page statement about the nominee's qualifying accomplishments. If you think someone deserves the award but you only know one aspect of the person's work just write a partial nomination with suggestions of others who might know more about the candidate's career. Or collaborate with another member or two. You may add supplementary material (the candidate's resume for example). Be sure to include

your name, address, phone number, and email.

Examples of successful nominations appear on the SIA website for many of the members who have received the award to date: www.sia-web.org/activities/awards/general-tools-award.

Previous recipients are Emory Kemp (1993), Robert Vogel (1994), Edward Rutsch (1995), Patrick Malone (1996), Margot Gayle (1997), Helena Wright (1998), Vance Packard (1999), Eric DeLony (2000), Robert Merriam (2001), Charles Parrott (2002), Alex Barbour (2003), Charles K. Hyde (2004), Lance Metz (2005), [no award given in 2006], Patrick Martin (2007), Chris Andraea (2008), Carol Poh (2009), Robert Gordon (2010), Richard Anderson (2011), Jane Mork Gibson (2012), Bob Frame (2013), Jet Lowe (2014), [no award given in 2015], Duncan Hay (2016), and Patrick Harshbarger (2017).

The General Tools Award was established in 1992 through the generosity of Gerald Weinstein [SIA], then chairman of the board of General Tools & Instruments Co. LLC. The award is funded by the Abraham and Lillian Rosenberg Foundation. The Rosenbergs founded General Hardware, the predecessor to General Tools. The award consists of a citation, a commissioned sculpture ("The Plumb Bob"), and a cash award.

Please send your nominations by Mar. 1, 2018 to Jet Lowe, Chair, General Tools Award committee, 221 Stony Run Lane J-3, Baltimore, MD 21210. You can also email jetographer1@gmail.com or call (443-438-7357).

IA ON THE WEB

Carl Oechsner. **A Dummy Forever!** Croton Friends of History. (www.crotonfriendsofhistory.org/dummy-forever). Article discusses "dummy" traffic lights and the history of traffic signals generally. Croton-on-Hudson has one of only three dummy lights left in New York state. These lights are free-standing in the center of intersections.

Superfund Success Stories (www.epa.gov/superfund/superfund-success-stories). A starting point to access Superfund clean-up stories, some of which are IA-related, in each of the EPA's 10 regions. The pages include links to related sites and other resources. Examples include the Roebling Steel Co. Superfund Site, Florence Twp., N.J.; Joliet Army Ammunition Plant, Will County, Ill.; Midvale Slag Superfund Site, Midvale City, Utah; and many others.

Virginia's Mineral Resources and the American Civil War (www.dmme.virginia.gov/dgmr/civilwar.shtml). A project of the Va. Div. of Geology and Mineral Resources, this site provides information on production of iron, lead, salt, coal, and niter in Va. The states of the Confederacy relied heavily on Va. as a major supplier of these resources during the Civil War.

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. ■

Covered Bridge Expert Joseph Conwill (1954–2017)

National Society for the Preservation of Covered Bridges



Joseph Conwill at the Sunday River Bridge in Maine, 2013.

Joseph Conwill, longtime editor of *Covered Bridge Topics* (frequently listed in SIAN's Publications of Interest), passed away earlier this year at the age of 62 in his home state of Maine. Conwill was an active member of the National Society for the Preservation of Covered Bridges, where he also served as its archivist, scanning the society's collections of photographs of covered bridges, including its largest collection donated by the legendary Richard Sanders Allen. An author of a number of books on covered bridges, Conwill was also said to have visited every historic covered bridge in the U.S. and had an amazing memory of each of the approximately 700 surviving bridges he saw.

Conwill was a major contributor to HAER's National Covered Bridge Recording Project. He was responsible for suggesting many of the nearly 100 bridges that HAER documented, beginning in 2002. He was also a key advisor to HAER's initiative to produce a national context and seven National Historic Landmark nominations on historic covered bridges, written by Lola Bennett. In addition, Conwill contributed a chapter to the book *Covered Bridges and the Birth of American Engineering*, published by HAER in 2015. Joseph Conwill was a giant in the field for the study and preservation of covered bridges, and will be sorely missed.

HISTORIC BRIDGE NEWS

Baudette Bridge. The 1,285-ft., six-span, Pennsylvania, through-truss bridge spans the Rainy River between Baudette, Minn. and Canada. With plans to replace the 67-year-old trusses, Minnesota DOT is giving away one, two or all three of its spans. The other three belong to Canada. —*Minneapolis Star Tribune* (Nov. 1, 2017)

Stony Brook Arch Bridge Restored and Re-opened to Traffic. The stone-arch bridge carrying U.S. 206 over the Stony Brook in Princeton, N.J. is the oldest bridge on a state highway in New Jersey. The bridge was constructed in 1792 and widened in 1916. Rehabilitation was completed in coordination with the New Jersey Historic Preservation Office and the Princeton Historic Preservation Commission. The bridge partially collapsed in February 2016, necessitating emergency repairs and raising concerns for the bridge's future. The rehabilitation cost \$7.4 million. —*NJDOT Press Release* (Nov. 2, 2017)

A National Register (NR)-listed **bowstring iron pony-truss bridge** has been relocated to Henderson County, Ky., from its

prior location over Turtle Creek on Long Stretch Road near Augusta in Bracken County. The rehabilitated bridge will have a new life as part of the walking trail system at Sandy Lee Watkins Community Park. The 58-ft.-long bridge is attributed to the Wrought Iron Bridge Co. and dates to about 1880. —*The Ledger Independent* (July 10, 2017)

The **Lilac Bridge** (NR) over the Merrimack River in Hooksett Village, N.H. was demolished by controlled explosives on July 7. The Pratt through-truss bridge was built in 1909 by the Union Construction Co. of Albany, N.Y. and designed by John W. Storrs, a leading New Hampshire consulting engineer of the early 20th century. The bridge had survived the Great Flood of 1936 when one of its three spans was replaced. Lilac Bridge was bypassed in 1976 and remained open to pedestrian traffic until recently when town officials determined that it was unsafe and might collapse. Since going out of vehicular service, the town had found it difficult to justify the expense of maintenance or rehabilitation. —*Concord Monitor* (July 8, 2017) ■

IA EXHIBITS

Carrières de Lumières, not an IA exhibit per se, but an "immersive art experience" within IA: a stone quarry in Les Baux-de-Provence, France was repurposed beginning in the 1970s for sound-and-light shows that immerse the viewer. The current main exhibit, "The Fantastic and Wonderful World of Bosch, Brueghel and Arcimboldo," includes more than 2,000 digital images projected on the massive stone walls and columns left from quarrying, with a soundtrack of both classical and contemporary music. This exhibit

runs through Jan. 7, 2018, while various "short shows" run throughout the year. Info: carrieres-lumieres.com/en/home.

Engaging Scale: The Railroad Landscape as Analog Macroscopic is an exhibit at the Center for Land Use Interpretation Los Angeles (CLUI) through Dec. 31, 2017. According to CLUI's website, this exhibit uses video, interpretive panels, and touchscreens for visitors to explore intersections between large and small-scale railroad layouts and land-

NOTES & QUERIES

The **Vernacular Architecture Forum** seeks nominations for the 2018 Abbott Lowell Cummings Book Prize, named after the founding president of the Vernacular Architecture Forum. This prize is awarded annually to the publication that has made the most significant contribution to the study of vernacular architecture and cultural landscapes. In judging the nominated books, the jurors look for a publication that is based on primary research; emphasizes fieldwork that takes seriously the materiality of architecture and landscapes, and draws on particular elements of environments as evidence; breaks new ground in interpretation or methodology; and contributes generally to the intellectual vitality of vernacular studies in North America.

Entries may come from any discipline concerned with vernacular architecture studies. Books published from Jan. 2016 through Dec. 2017 are eligible for consideration. Edited collections of previously published materials are not eligible. The deadline for the 2018 Cummings Prize is Dec. 15, 2017.

Please contact the committee chair with any questions at dupton@humnet.ucla.edu. More information is available at www.vafweb.org/Cummings-Prize.

Dennis De Witt [SIA] is **Seeking Info on Tied Steel Arch Structures**. He writes: I am interested in hearing from anyone who might know about large airplane hangers or other similar structures, including sports buildings, pre-dating 1929, that are in the form of tied steel arches of a substantial size, rising from ground level, in which the spanning arches

are either fabricated or bent steel I-beams (not trusses) with no interior ties within the space. By “substantial size” I mean something on the order of, or exceeding, 135-ft. span by 40-ft. interior clear height at mid-span. (I am aware of 19th-c. train sheds.)

I'd also be interested in anything on the pre-1930 work of the New York-based civil engineer and designer of sports facilities, Gavin Hadden. I do have his NYT obit. If you have any information to share, please contact Dennis J. De Witt, Metropolitan Waterworks Museum, Inc., at djdewitt@rcn.com.

The complete **Fraser Shipyards Collection**—more than 9,000 technical drawings for nearly 200 different ships—is now available for research at the UW-Superior Special Collections Archive. A searchable online index for these drawings is available at frasershipyardscollection.omeka.net. In addition to thousands of technical drawings, the Fraser Shipyards Collection contains correspondence, photographs, and more. This collection is of interest to model builders, maritime history researchers, maritime archeologists, and naval architects and engineers. A guide to the complete collection can be found at library.uwsuper.edu/fraser. Many of the drawings in the Fraser Shipyards Collection are not available elsewhere. The new online index will allow researchers to access information about drawings for many famous Great Lakes vessels, including the Fraser Class and Maritimer vessels, the *Edmund Fitzgerald*, and the *William A. Irvin*. Call the Archive to learn more: (715) 395-8359, or email archives@uwsuper.edu. ■

marks—from full-scale continental railroads to those built by railroad model clubs. Info: www.chui.org.

The Great Railroad Strike of 1877 is a new exhibit at the B&O Railroad Museum in Baltimore (tour site—1995 Annual Conference). In 1876–77 John Work Garrett, B&O president, cut employee wages twice, reducing pay by 20 percent for any employee making more than one dollar a day. When the second pay cut took effect on July 16, 1877, B&O workers in Martinsburg, W.Va. went out on strike and refused to allow locomotives to operate until the pay cut was rescinded. Violent riots quickly broke out along B&O rail lines from Baltimore to Cumberland, Md. and then throughout the nation. Eventually military assistance from state and federal governments was sent to stop the violence. More than one month later the largest single industrial uprising in U.S. history ended and eventually brought about reform in labor relations and benefits. The exhibit will be on display through fall 2018. Info: www.borail.org.

Of Steel and Paper: Tales from the CP Archives is on display until May 27, 2018 at Exporail, the Canadian Rail-

way Museum, in Saint-Constant, Québec. This immersive exhibit includes 210 images and 73 archival documents and artifacts from the archives of Canadian Pacific (CP). Wall projections display phases in the 19th-c. expansion of Canada's ry. network, leading to the creation of the CP, and the driving of the last spike in 1885. The exhibit addresses several themes including immigration and colonization, the military, industry, communications, architecture, and tourism. Info: www.exporail.org/en/exhibitions.

To Quench the Thirst of New Yorkers: The Croton Aqueduct at 175 is an exhibit at the Museum of the City of New York through Dec. 31, 2017. The exhibit showcases the letters and drawings of Fayette B. Tower, a young engineer who worked on the aqueduct, and features newly commissioned photographs by Nathan Kensinger, tracing the aqueduct's route and revisiting sights that Tower had sketched nearly two centuries before. The Croton Aqueduct, considered one of the first great modern aqueducts upon its 1842 completion, brought water from the Croton River through 41 miles of masonry, fed by gravity alone. Info: www.mcny.org/exhibitions. ■

CHAPTER NEWS

The Northern Ohio Chapter (NOCSIA) spent July 27 visiting a major municipal water plant in Kent, Ohio, and also sites in nearby Ravenna, east of Akron. In the morning, the group enjoyed a guided tour of the 102-year-old Lake Rockwell water plant, which produces 35 million gallons per day of clean tap water for residents of Akron and neighboring communities. The water is drawn from the Lake Rockwell reservoir, which has a holding capacity—in tandem with two additional reservoirs upstream on the Cuyahoga River—of more than 10 billion gallons. The group saw water first being cleaned with alum in settling tanks, then purified with sand and charcoal filtration, and enhanced with additives such as fluoride and chlorine, before being pumped downriver to the Akron water system. After a luncheon presentation by industrial historians Bob Bruegmann and Jack Schafer, the group enjoyed a guided tour of Trexler Rubber (founded 1936), a global provider of specialty products and a world leader in near-net-shape bags for isostatic presses. The group next visited the recently restored flagpole at Ravenna's Portage County Courthouse. One of the tallest free-standing flagpoles in the world when it was erected in 1893, at 150 ft., the pole is about the same height as the Statue of Liberty.



The City of Akron Water Plant Division

The Akron Water Plant.

On Sept. 16, NOCSIA held its annual picnic at Ariel Foundation Park in Mt Vernon, Ohio, north of Columbus. The park is a stunning example of adaptive reuse, created on a 250-acre former PPG glass-making factory which closed in 1976, with architectural ruins, lakes, an observation tower,

sculptures, a museum, and connections to both the Kokosing Gap Trail and the Heart of Ohio Trail. The Rastin Observation Tower—a steel staircase coiling around a 280-ft. 1951 industrial chimney—is the tallest structure in Knox County. Ariel Foundation Park also contains one of 22 remaining bowstring truss bridges in Ohio. The bridge was originally built in rural Knox County, and was moved to the park in 1979 in order to preserve it.—Ron Petrie



Mary Starbuck

NOCSIA members on bowstring truss bridge.

The Roebling Chapter (greater N.Y.-N.J.) enjoyed several recent events, included the Morris Canal Greenway Walk, in Lincoln Park and Montville, N.J., on Aug. 12. In Lincoln Park the group walked an intact section of canal that leads to the bottom of Inclined Plane 10 East, then drove to Montville to explore Planes 8 and 9. On Sept. 9, members gathered at Gerry Weinstein's Engineerium in Croton-On-Hudson for the chapter's annual Corn Roast.



Mary Habstritt

Roebling corn roast classic.

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

CONFERENCES & WORKSHOPS

Call for Papers. The Program Committee of the **Mining History Assn.** invites proposals for the 29th Annual Conference in Deadwood, S.D., June 7–10, 2018. Proposals may be for individual presentations or complete sessions (including chair) on any topic or aspect of mining history. Sessions normally include three papers of 20 min. each. There are no temporal or geographic limits. Presentations that address mining history in the Black Hills and the Northern Rockies are particularly welcome. Proposals should include title, an abstract (not to exceed 1 page) for each presentation, plus biographical information about each presenter, including mailing/email address. Written proposals must be submitted by Jan. 1, 2018 via email to David Wolff, David.Wolff@bhsu.edu or davidwolff@spe.midco.net.

Call for Papers. The **Northern New England Chapter of the SIA** invites proposals for papers to be presented at the 31st Annual New England Industrial Archeology Conference. The conference is alternately hosted by the Southern New England and Northern New England chapters as a forum for presenting research of our industrial past. The conference will be held Sat., March 3, 2018 at Plymouth State University in Plymouth, N.H. Papers are welcomed on all topics related to industrial history, archeology, manufacturing, preservation, engineering, architecture, etc., in New England and elsewhere. Proposals may be submitted for individual papers, team papers, or reports on works-in-progress. Student papers are welcomed. Deadline for paper proposals is Jan. 20, 2018. For more info: nec-sia.org, or contact Dave Coughlin, 276 Black River Rd., Bedford, N.H. 03110; ykforestry@yahoo.com.

Industrial Heritage Training Course. Canadian **Athabasca University's Heritage Resources Management Program** will be offering a new Industrial Heritage distance learning course for the upcoming winter semester from Jan. to Apr. 2018 (14 weeks online and one week in-person). Full details of the course can be found here: www.athabasca.ca/syllabi/herm/herm670.php

Participants will start the training online by learning about theoretical frameworks as they relate to conservation, interpretation, and management planning of industrial heritage. During the week of Mar. 25–31, 2018, participants will have the opportunity to work in teams on a project at St. Albert's Grain Elevator Park (Alberta). This training makes participants familiar with the principle characteristics of the industrial heritage and the array of tools and techniques used for its study, care, and use. Participants will be able to analyze historic industrial artifacts, sites, and landscapes and identify and demonstrate industrial heritage's most significant elements. They will exercise skills to develop management policies for heritage planning, sustainable repurposing

and urban regeneration, research, museum collections and historic interpretation, and cultural tourism.

Everyone is welcome to register in this course. Participants can take the course either as part of their university studies (3 credits) or for professional development (as a non-program student).

Note: Register in early December for best availability. For registration information, contact hrm@athabascau.ca or toll-free telephone: 1-800-788-9041 ext. 6792. For other questions, contact the program director at inanloo@athabascau.ca or 1-780-458-1105 / 1-855-337-8590. ■

SITES & STRUCTURES

The **Matton Shipyard** initiative has made advances this past summer toward stabilizing and transforming the former shipyard at Peebles Island State Park in Cohoes/Waterford, N.Y. (tour site—1987 SIA Annual Conference, Troy, N.Y.). An evaluation and adaptive reuse plan is being developed for this National Register-listed property, with the aim of converting the shipyard into a waterfront gateway for the Erie Canalway National Heritage Corridor. As of August, final concept renderings were nearly complete as are the engineering assessments of the waterfront. In addition, the Matton Shipyard initiative is actively seeking two more people to talk about their (or their family or friends') experiences of working at Matton. The McCarthy Charities of Troy recently awarded \$3,000 to support requirements for the planning phase of this project. The Albany County Convention and Visitors Bureau at the Community Foundation for the Greater Capital Region provided \$5,000 to help build public awareness and support resource development. —newyorkhistoryblog.org (Aug. 24, 2017).

A **Glacier National Park boat**, continually operating in the park since its construction in 1926, has been named to the National Register of Historic Places by the National Park Service. The 45-ft.-long by 12-ft.-wide carvel planked cedar-on-oak frame vessel was originally named *Rising Wolf* but was rechristened *Little Chief* in 1990 after a significant restoration. The superstructure consists of a single cabin space. The deck or roof of the vessel is original and constructed of fir deck beams and carlings supported by oak deck posts that run into dead wood inside the hull. The *Rising Wolf / Little Chief* is an excellent example of work by J. W. Swanson, an early influential boat builder, and it serves as a befitting representation of the boats that historically plied the waters of Glacier National Park. It currently is used to provide scenic tours on Two Medicine Lake, as it has for nearly a century. ■

**SOCIETY FOR
INDUSTRIAL
ARCHEOLOGY**

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CALENDAR

2018

Jan. 3–6: Society for Historical Archaeology Annual Conference, New Orleans, La. Info: sha.org/conferences/.

Mar. 3: NEW ENGLAND INDUSTRIAL ARCHEOLOGY CONFERENCE, PLYMOUTH, N.H. Sponsored by Northern New England Chapter SIA. See call for papers in this issue. Info: nec-sia.org.

May 23–26: Early American Industries Assn. Annual Meeting, Bethlehem, Pa. Info: www.eaiainfo.org.

May 24–26: Construction History Society of America Biennial Meeting on Construction History, College Park, Md. Info: www.constructionhistorysociety.org.

May 30–June 3: Railway & Locomotive Historical Society Annual Meeting, St. Louis, Mo. Info: rlhs.org/index.shtml.

May 31–June 3: SIA 47th ANNUAL CONFERENCE, RICHMOND, VA. See article in this issue. Info: www.sia-web.org.

June 6–10: Mining History Assn. Annual Conference, Deadwood, S.D. See call for papers in this issue. Info: www.mininghistoryassociation.org.

June 22–28: Assn. for Industrial Archaeology, Annual Conference, Caithness, Scotland, U.K. Tours of sites related to the herring fisheries, flagstone industry, civil works, and an excursion to Orkney for sites related to WWII naval fortifications and scuttling of the German fleet. Info: www.industrial-archaeology.org.

July 9–13: 6th International Congress on Construction History, Brussels, Belgium. Info: <http://6icch.org>.

Sept. 10–12: World Canals Conference, Athlone, Ireland. Info: wccireland2018.com.

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

Sept. 20–23: Preserving the Historic Road 20th Anniversary Conference, Fort Collins, Colo. Info: www.historicroads.org.

Sept. 27–30: SIA FALL TOUR, DAYTON, OHIO. Info: www.sia-web.org. ■