



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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TICCIH CONGRESS, LILLE, FRANCE *REPORT FROM SIA'S U.S. REPRESENTATIVE*

The International Committee for the Conservation of the Industrial Heritage (TICCIH) held its 2015 triennial congress in Lille, France, in the northeast part of the country just outside of the coal region, a world heritage site since 2013. The congress, which met from Sept. 6 to 11, was planned and hosted by CILAC (Comité d'Information et de Liaison pour l'Archéologie, l'Étude et la Mise en Valeur du Patrimoine Industriel), the equivalent of the SIA in France. The congress theme, "Industrial Heritage in the 21st Century, New Challenges," focused on "sustainable development, urban regeneration, architectural invention, local economies, culture, and education." While congresses in the 2000s tended to focus on adaptive reuse of industrial buildings and structures, this congress was much more focused on specific technical issues in heritage documentation, preservation, interpretation, and world heritage.

CILAC held the congress at Campus Moulins-Université de Lille 2. Lille is the largest city in the Nord-Pas de Calais region and the tenth largest city in France. Several SIA members attended including Bode Morin (U.S. TICCIH Representative), Pat Martin (TICCIH President and SIA Executive Secretary), Roland Miller, Sandy Needham (Roebling SIA Chapter Vice President), Tim Scarlett, Ian Stuart, and Mark Watson.

The theme of world heritage was prevalent throughout the program. The United Nations Educational, Scientific, and Cultural Organization (UNESCO) designates and maintains the World Heritage List. The International Council on Monuments and Sites (ICOMOS) provides expert analysis on world heritage nominations to UNESCO, and TICCIH provides expert analysis of industrial heritage to ICOMOS. The SIA is the U.S. organization-partner of TICCIH. Throughout the congress, presenters gave papers on the

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Bode Morin

Worker housing courtyard, Roubaix.

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status of active and proposed world heritage nominations including the sites of Sabo Island, Japan, Turin auto design in Italy, and the recently submitted nomination for the Mining Cultural Landscape Erzgebirge/Krušnohoří in Germany and the Czech Republic. There were also reports on several world heritage industrial sites: Zollverein (Germany), the Humberstone and Santa Laura Saltpeter works (Chile), several on the Nord-Pas Calais Mining Basin, and the recently listed Forth Bridge (Scotland). Presenters also gave synthetic papers on world heritage and TICCIH, and the final day featured a panel discussion on world heritage sites that included members of the committees who recently won world heritage inscription for the Forth Bridge; Nord-Pas Calais; the Climats, terroirs of Burgundy (vineyards); and the Hillside, Houses, and Cellars of Champagne.

Sessions on “industrial heritage in digital times” offered papers on recording, modeling, and documenting heritage; heritage research tools; and photo documentation. There were papers focused on stakeholder and community

partners including themes on volunteers, tourism, associations, community engagement, public bodies, management development, and community space. Other sessions focused on worker housing, which is prevalent in the Lille region, and adaptive reuse, and thematic topics on electricity, infrastructure, landscapes, museums, oral histories, art, and European-specific issues.

Northeast France was once a heavily industrialized region because of its extensive coal reserves and proximity to major transportation routes. It was contested and fought over in both world wars, in part due to its strategic location and industrial resources. Since the end of coal mining in 1990, the region has sought to enhance its economy by turning to industrial heritage tourism.

Site visits during the congress included the former textile town of Roubaix. In the 19th century, Roubaix had one of the highest growth rates of any French city because of its expanding textile industry. Since the decline of textiles, the city has seen significant population losses and suffers from post-industrial economic distress. Our tour started at the La Piscine museum of art and industry built in a former pool and public bath. The pool now functions as a sculpture gallery. We next visited textile worker housing and a former textile mill now serving as a university center. We ended the day at La Condition Publique, a former wool warehouse converted into a multi-functional space with art installations, galleries, and a living roof.

The featured tour of the congress was a full day traveling around the Nord-Pas Calais world heritage site. The coal basin is seven miles wide and seventy miles long. Mining began in 1720, and 85,000 workers were employed by 1900. During WWI more than 100 of the 150 collieries were destroyed but the postwar recovery led to record production. Following German occupation and operation of the mines during WWII, the French government nationalized the collieries, leading to record employment during national

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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. 44, No. 4 (Fall 2015), Dec. 2015. 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: Patrick Harshbarger, Editor, *SIA Newsletter*, 305 Rodman Rd., Wilmington, DE 19809; (302) 764-7464; e-mail: phsianews@aol.com.



Mark Watson

Firth of Forth Bridge, a new edition to the World Heritage List.

SIA 45th Annual Conference

Kansas City, Mo.—June 2-5, 2016

The 2016 Annual SIA Conference will take place in Kansas City, Mo. Officially incorporated in 1853, Kansas City has a rich industrial heritage built on the economic foundations of the Missouri River trade and outfitting for wagon freighting on the Santa Fe and Oregon trails. With the opening of the Hannibal Bridge over the Missouri in 1869, Kansas City became a major player in the livestock industry. By the 1880s, ten rail lines delivered stock to an industrial area known as the West Bottoms. The Kansas City Livestock Exchange was considered the largest building in the world devoted exclusively to livestock interests. Today, Kansas City remains second only to Chicago as the busiest train center in the country.

Many of SIA's tours, now being organized, are in the general vicinity of the Westin Crown Center, the conference hotel, located at Pershing Road and Main Street. Potential tour sites include Union Station, the Power House (now home to the Kansas City Ballet), Boulevard Brewing, and Hallmark Cards. Other tour destinations that are being considered include Harley Davidson, GM and Ford Motor plants, Faultless Starch, Zahner Sheet Metal, Pratt & Whitney, the Eighth Street Tunnel, the ASB Bridge and other historic bridges, and the Steamboat Arabia Museum. We are also planning an excursion to Lawson, Mo. to visit Watkins Woolen Mill, the only 19th-century textile mill in North America with its original machinery still in place.

Pre- and post-conference activities will feature architecture, art, and libraries. Tentatively planned are tours of the historic Old Town District, historic West Bottoms, the Library District, Performing Arts Center, the Nelson Atkins Museum of Art, Film Row, Ft. Leavenworth U.S. Army Garrison, National Airline History Museum, Linda Hall Library, and the River Walk where many historic bridges are “up close and personal.”

If all goes as planned, Kansas City's new starter streetcar line will be up and running. The initial route stretches from Main and Pershing (the location of the conference hotel) through the central business district to historic Old Town just south of the Missouri River. “First Fridays” when the city's art galleries are open during the evening hours will be held during the week of the conference.

STUDENT TRAVEL SCHOLARSHIPS.

The SIA awards travel scholarships to help full-time students and professionals with less than three years of full-time experience to offset some of the expenses of attending annual conferences. To apply, send a letter of interest demonstrating a commitment to IA and a letter of reference to Alicia Valentino, c/o ESA, SIA Scholarships, 5309 Shilshole Ave. NW #200, Seattle, WA 98107; avalentino@esassoc.com. Deadline for applications is Apr. 8, 2016.



Courtesy of Sydney Millstein



Berkowitz Envelope factory, Kansas City c. 1920.

The factory, now known as the Belger Crane Yard Studios, will be the venue for SIA's annual banquet.

reconstruction in 1947. Overall, the region operated 600 pits and dug 60,000 miles of tunnels.

The nationalization of the coal industry in 1946 led to government ownership of all former industry-owned structures, which facilitated world heritage listing since owner cooperation is essential to the nomination process. Included in the world heritage inscription are 109 separate components: mining pits and lift infrastructure, slag heaps, coal transport infrastructure, railway stations, workers' estates, and mining villages. The world heritage designation includes the region's "social habitat" of schools, religious buildings, health and community facilities, company premises, owners' and managers' houses, and town halls. The Nord-Pas Calais has over 100,000 individual workers dwellings, but since they are state-owned and the region has been depressed economically, most of the buildings are considered "social housing" or reserved for those who meet certain financial restrictions.

The tour started at the 11/19 colliery in Loos-en-Gohelle, in service from 1852 to 1986. The site includes Pit 11, which dates to the reconstruction following WWI, and the 1950-era Pit 19. While part of the worker shower area was open, most interiors are used as private office space or otherwise not open to the public. After visiting the pits, we were taken to near the top of one of the massive waste heaps of the colliery. From there much of the region's coal landscape is visible including several of the 80-plus waste heaps that will be granted national heritage status this year. We next toured worker housing in the nearby villages of Grenay and Bully-les-mines, followed by a stop at the 9-9bis Pit in Oignies, in service from 1934 to 1990. The pit house maintains its hoisting engine and winding gear. The day ended at a branch of the Louvre in Lens. This significant museum was located in the coal basin to help improve tourism and boost the local economy.

Bode Morin
TICCIH Representative

For more information:

TICCIH Congress paper abstracts: http://ticcih-2015.sciencesconf.org/conference/ticcih-2015/pages/TICCIH_book_abstracts_1.pdf.

TICCIH Concrete program: http://ticcih-2015.sciencesconf.org/conference/ticcih-2015/pages/TICCIH_2015_PROGRAMME_1.pdf.

TICCIH national reports: <http://ticcih.org/wp-content/uploads/2015/09/TICCIH-National-Reports-2015-020915.pdf>.



Bode Morin, all photos

Coal waste heap, 11/19 colliery, Loos-en-Gohelle.



La Piscine Museum of Art and Industry pool gallery.



Shaft heads, 9-9bis Pit in Oignies.

U.S. Report TICCIH 2015

The following report was delivered to the TICCIH Congress, Lille, France by U.S. TICCIH Representative Bode Morin. The SIA elects the TICCIH Representative to represent the U.S. at TICCIH activities.

The United States has made steady progress in promoting, saving, and documenting industrial heritage over the last three years. However, entering into the period in the midst of economic decline and a political climate promoting smaller government with a de-emphasis on science and heritage has created challenges. Academically, the U.S. continues to graduate industrial archeology and heritage students who have produced significant theses and dissertations. Several of the graduates are working professionally on heritage documentation projects in the private sector, working in museum or heritage management, or have gone on to earn doctoral degrees and are now teaching across the country. Several have published articles and books in academic journals and presses. The U.S. added several new national historical parks in this period, funded heritage areas dedicated to industrial themes, recognized several new sites with listings on the National Register of Historic Places and new National Historical Landmark designations. While many historical sites were lost to redevelopment or neglect, several have seen renewed preservation interest and several museums and interpreted sites have seen new growth.

Academics. Michigan Technological University (MTU) remains the sole program dedicated to industrial heritage and archeology in the country. Several of its former students, however, have gone on to teach and focus on industrial projects at other major universities while faculty in other university departments have taken on industrial, heritage, and archeological projects.

The faculty and students of MTU's Industrial Heritage and Archeology program report important milestones and projects this period. TICCIH President Patrick Martin retired from his position as Professor and Chair of the

Department of Social Sciences at the conclusion of the 2014-2015 academic year. New faculty joining the program include anthropologist Lou Ann Wurst (Ph.D., State University of New York, Binghamton) and architectural and landscape historian Sarah Fayen Scarlett (Ph.D., University of Wisconsin).

MTU fieldwork projects include ongoing studies of mining history and heritage: 19th-century copper mining in Keweenaw County and smelting on Isle Royale National Park, Michigan; iron mining in Minnesota and milling in Pennsylvania; gold and precious metals mining in New Mexico; and critical heritage studies of mining industries in Australia. Additional studies include investigations of palm oil production and globalization in West Africa.

In the lab, sponsored collaborative research at MTU has expanded conservation and analytical tools for industrial archeology and heritage. Social Sciences, Material Sciences and Engineering, and Chemical Engineering are working on collaborative projects, developing Fired Clay Ceramic Rehydroxylation Dating (RHX Dating), establishing a novel technique applying supercritical pressures to quickly consolidate and stabilize corroded iron artifacts, and assessing pXRF as a tool to characterize global ceramic commodities.

Over the past four years the University of Maryland has performed archeology and oral histories in the anthracite coal mining region of Pennsylvania, focusing on issues of labor, immigration, and gender. The work has concentrated on the domestic house lots of some of the poorest coal workers. The focus on shanty enclaves reveals the living conditions of the new immigrants that include poor diets lacking in protein and a scant material culture suggesting the poverty that newcomers faced. The project also focuses on the recent immigrant experience as it incorporates high school students who are often first generation Americans.

At the University of Alaska Anchorage, Paul White (Ph.D., Brown University) and students from the Anthropology Department are embarking upon a multi-year project to document several historic gold mills in the "Frontier State." Remoteness and arctic conditions have aided the preservation of these vernacular structures, many of which retain equipment dating from the 1900s to 1930s. Survey teams document the buildings by hand and then develop a series of reconstructive illustrations. Three mills have been recorded so far, with an additional mill scheduled for documentation this summer.

National Park Service Programs. The U.S. National Park Service (NPS) is the federal agency charged with maintaining, listing, documenting, or preserving nationally significant natural and cultural heritage. Places of high significance are operated by the NPS as national parks, national historical parks, or national monuments. Other places of significance are financially or strategically supported but not

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Bode Morin, 2015

Construction of the National Museum of Industrial History underway in Bethlehem, Pa.

U.S. REPORT *(continued from page 5)*

owned or operated by the NPS as National Heritage Areas. The NPS also administers the federal list, the National Register of Historic Places (NR), and the list of those sites of greater national significance elevated to National Historic Landmarks (NHL), and completes recordation/documentation of other non-owned or supported historic industrial sites through the Historic American Engineering Record (HAER).

New national parks and monuments with an industrial theme established in the past three years include: the Manhattan Project that developed the atomic bomb during WWII in Tennessee, Washington state, and New Mexico; Coltsville, a historic district affiliated with the Colt Patent Fire Arms Manufacturing Company in Connecticut; and several sites along the Blackstone River in Massachusetts and Rhode Island associated with early industrial and textile mill development. The model town of Pullman, Illinois, created by railroad car industrialist George Pullman was also designated a national monument in this period.

National Heritage Areas are public-private development projects intended to encourage local investment and ultimately become fully self-funded. Many however have not been able to raise sufficient income to cover full operations partly owing to slack economic growth. In this period the federal government, which supports the national heritage areas with funding through the NPS for a fixed number of years, extended the funding deadline to allow many areas to continue providing public interpretation and access. Industrial-themed areas that received continued funding include: Delaware & Lehigh National Heritage Corridor (Pa.), National Coal Heritage Area (W.Va.), Rivers of Steel National Heritage Area (Pa.), Essex National Heritage Area (Mass.), Silos and Smokestacks National Heritage Area (Iowa), Ohio & Erie Canalway National Heritage Area

(Ohio), Motor Cities National Heritage Area Partnership (Mich.), Lackawanna Heritage Valley & State Heritage Area (Pa.), Erie Canalway National Heritage Corridor (N.Y.), Schuylkill River Valley National Heritage Area (Pa.), and John H. Chafee Blackstone River Valley National Heritage Corridor (R.I.).

The National Register saw 185 new industrial inclusions during this period. Notable registrations include Gas Works Park (Wash.), the New River Gorge Bridge (W.Va.), the Roanoke River and Railroad Historic District (Va.), and the Bronx Ferry Bridges (N.Y.). Seven sites exhibiting greater significance to national history were elevated to National Historic Landmark status including Detroit Industrial Murals (Mich.), Brown Bridge (Vt.), the Duck Creek Aqueduct (Ind.), the Brookline Reservoir (Mass.), the California Powder Works Bridge (Calif.), and the St. Charles Avenue Streetcar Line (La.). The Edmond Pettis Bridge (Ala.) was also listed as an NHL but for its role in the US Civil Rights campaigns and not for its technological significance.

Industrial Museums. The most notable developments were the hiring of three new executive directors. Nancy Darga was hired by the T-plex in 2013 to run the Piquette Plant in Detroit, Mich., home to development of Henry Ford's Model T and his first 12,000 production vehicles. Her role is to fundraise for immediate structural repairs and install permanent exhibits. The National Museum of Industrial History in Bethlehem, Pa., which has been in the development and construction phase for over 15 years, hired Amy Hollander in 2015 to complete the development and open the museum by mid-2016. The museum, an affiliate of the Smithsonian but operated by a private non-profit organization, is being installed in the former electrical repair shops of Bethlehem Steel. Sloss Furnaces NHL, a significant



Bede Morin, 2015

Bethlehem Steel Complex part of the Steel Stacks redevelopment, Bethlehem Pa., showing newly installed and opened elevated walkway (to the right) to allow visitors a closer view of the historic blast furnaces.



Scott See, 2015

Quincy Smelter, part of the Quincy Mine National Historic Landmark, soon to be incorporated into the Keweenaw National Historical Park. Scott See, 2015

20th-century blast furnace site and 1970s industrial heritage project in Birmingham, Ala. also hired a new executive director, John W. Nixon, Jr., in 2014 and neared completion of its new visitor center in mid-2015.

Industrial Site and Collection Preservation and Development. The SIA has administered an Industrial Heritage Preservation Grants program to promote and preserve industrial heritage for many years. In addition to contributions from members, in 2012 the program received a significant contribution from the J. M. Kaplan Fund. In 2013 awards were made to the Quincy Mine Hoist (Mich.) to assist with document production in support of the hoist restoration; the USCGC *Lilac* (N.Y.), a steam powered lighthouse tender, to support the restoration of its steam heat system; and the Lake States Railway Historical Association (Wisc.) to archive its 600 glass plate negative collection. In 2014, the program funded a documentation program for the Chamberlin Mill (Conn.) and a second grant to the Lake States Railway Historical Association for continued archival support and public internet access.

The significant and sprawling 1903 Packard Plant in Detroit, one of the world's first cast-concrete factories, had seen several reuse plans submitted in the decades since it ceased automotive operations. While it became an iconic site for urban decay, ruin porn, and the economic plight of Detroit, the complex was bought by a South American developer in late 2013 with promises of redevelopment. With the on-going restoration, developers hope to see the first new tenants and new uses in 2017.

The Quincy Smelter, Hancock Mich., a largely intact copper smelter that operated in the Lake Superior mining district, saw significant funding this period from federal and local sources. The facility, which local communities had asked be either restored or demolished less than a decade ago, has now been purchased by a federal commission and is in the process of being donated to the NPS for inclusion in Keweenaw National Historical Park.

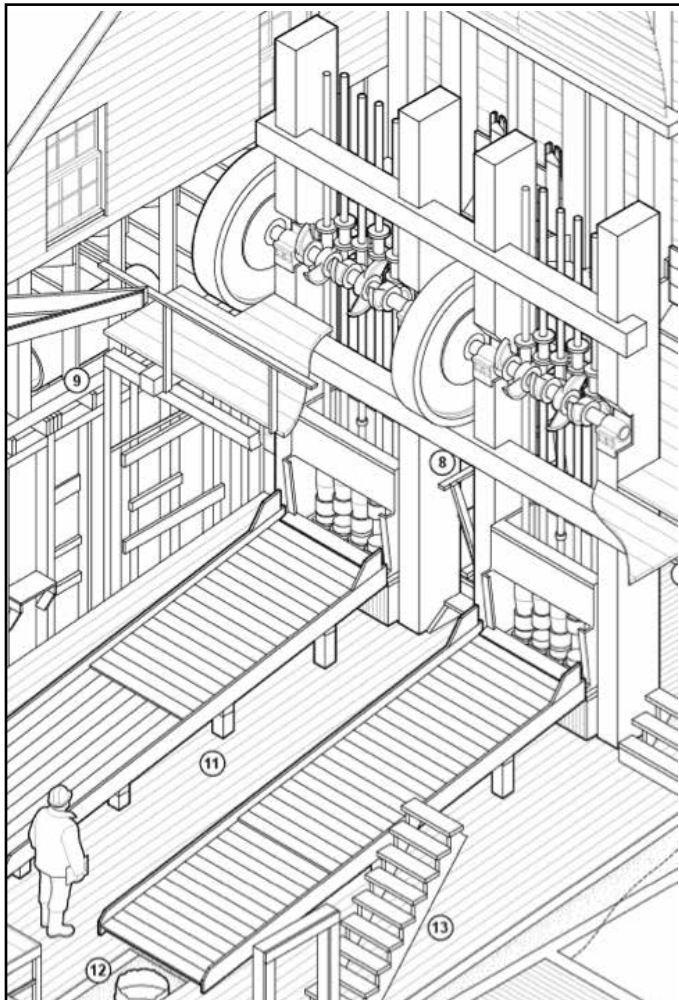
Carrie Furnaces 6 and 7 maintained by the Rivers of Steel National Heritage Area in Homestead, Pa., were once part of the extensive U.S. Steel Homestead Works. Rivers of Steel has plans to stabilize and renovate the site to allow visitors access to a series of walkways around the furnaces. Much of the steel plant and other furnaces have been demolished.

The High Line Park in New York City completed its third phase in 2014. The park, constructed on an abandoned elevated railway of the New York Central Railroad, now extends for nearly 1.5 miles and includes paths, rest and reflection areas, and community spaces while maintaining the structure and many of the railroad's industrial features.

Pennsylvania's Bethlehem Steel plant site operated from 1905 through 1995 and was one of the largest integrated steel mills in the country. Developers completed a 1,600-ft.-long elevated trestle walkway that will connect various parts of the site. The path follows the historic stock trestle aligned with five 20th-century blast furnaces. Portions of the site have been converted into a mixed-use development that includes an arts center, offices, television studios, a casino, and the National Museum of Industrial History while much of the rest of the site awaits new development.

Publications. Recent trends in publication include new studies of heritage, landscape, and environment in an industrial context. Publications include *Gambling on Ore* (2013) by Kent Curtis which explored the environment as actor in the development of 19th-century western mining; *New Natures: Joining Environmental History with Science and Technology Studies* (2013) edited by Dolly Jørgensen, Finn Arne Jørgensen, and Sara B. Pritchard exploring a variety of envirotech studies; *The Legacy of American Copper Smelting: Industrial Heritage versus Environmental Remediation* (2013) by Bode Morin which examined heritage planning amidst Superfund remediation; and *Routes of Power* (2014) by Christopher Jones which focused on infrastructure for moving energy including canals, pipelines, and power transmission lines. An upcoming issue of *IA*, published by the SIA,

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John Hemmeter and Paul White, University of Alaska Anchorage, illustrators

Hi-Yu Stamps detail, Moose Creek, Fairbanks Alaska.

CALL FOR NOMINATIONS (2016)

President, Vice-President, Secretary, Treasurer, Directors, Nominations Committee

Attention SIA Members!

Now is your chance to nominate candidates to represent your society and keep SIA moving forward. This is your opportunity to help maintain the quality, strength, and diversity of leadership that has kept the SIA growing for more than four decades. This year we have many important positions to fill so we need you to step up to the plate to help maintain an active and relevant SIA!

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

In 2016, there will be seven (7) openings: President, Vice-President, Secretary, Treasurer, two on the Board of Directors, and one on the Nominations Committee. We need candidates willing to give back to the SIA by volunteering their time, knowledge, and experience. The Nominations Committee is depending on you to identify members—friend, colleagues, or perhaps even yourself—who are qualified and willing to serve. (If modesty precludes self-nomination, please find someone to nominate you.) Each candidate must be an SIA member in good standing and must consent to being considered for nomination.

The deadline for nominations is **Jan. 15, 2016**. If you have any questions or need additional information, please don't hesitate to contact **Lynn Rakos**, Chair, SIA Nominations Committee, 230 6th Ave., Apt. 4, Brooklyn, NY 11215; (718) 789-6778; lrakos@hotmail.com.

Positions Open in 2016:

President (2-year term). The President is the principal executive officer of the SIA and, subject to the control of the Board, 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.

Treasurer (3-year term). Serves as a member of the Board; is the SIA's accounting officer who records and reports on all financial transactions, and uses this data to evaluate the SIA's financial position.

Secretary (3-year term). Serves as a member of the Board; takes official minutes at Board meetings and the Annual Business Meeting; and maintains official records.

Directors (3-year term). Two (2) of seven director positions are open this year. The Board meets approximately four times per year (both in person and online), including during the Annual Conference. Directors govern official business of the SIA and chair committees that oversee operations such as publications, grants, and local chapters.

Nominations Committee Member (3-year term). One (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 during their term to count votes. It is expected that each member will chair the committee during the final year of their term and will announce the results of election at the Annual Conference business 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 e-mail address of the person being nominated, the office for which the nomination is being made, and evidence that the candidate consents to being nominated. Once the slate is selected, the Nominations Committee will request a brief biographical statement and a photograph from each nominee.

For summaries of the nomination process and responsibilities of SIA officials, view the SIA bylaws on the About screen at <http://www.sia-web.org/>. If you're unsure about the process or the obligation, please call or write Lynn Rakos at the address above.

SIA Officers

Amanda Gronhovd, President (2014-2016)
Maryellen Russo, Vice President (2014-2016)
Duncan Hay, Past President (2014-2016)
Justin Spivey, Secretary (2013-2016)
Nanci K. Batchelor, Treasurer (2013-2016)

Board of Directors

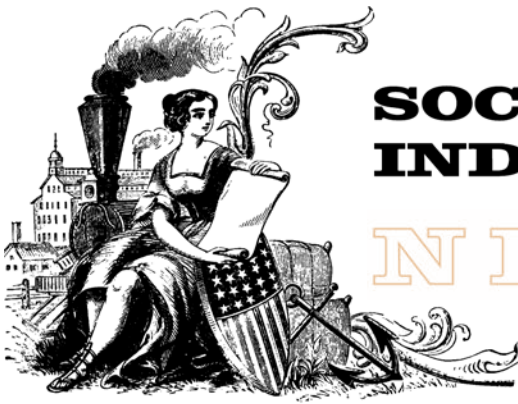
Richard Anderson, Jr. (2013–2016)
Ann Dichter (2013–2016)
Ron Petrie (2014–2017)
Saul Tannenbaum (2014–2017)
Alicia Valentino (2014–2017)
Marc Belanger (2015–2018)
Steve Walton (2015–2018)

Nominations Committee

Lynn Rakos, Chair (2013–2016)
Lee Presley (2014–2017)
Bill Vermes (2015–2018)
Duncan Hay, *ex officio* (2014–2016)

TICCIH Representative

Bode Morin (2015–2018)



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

PUBLICATIONS OF INTEREST

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COMPILED BY

Mary Habstritt, New York, NY., Justin M. Spivey, East Windsor, N.J., and Patrick Harshbarger, SIAN editor, Wilmington, Del.

GENERAL INTEREST

- ◆ Kim Gittleson. **US Manufacturing: A Factory Grows in Brooklyn.** *BBC News, Business* (June 10, 2015, www.bbc.com/news/business-33069170). Redevelopment of the Brooklyn Navy Yard (tour site—2002 SIA Annual Conference). Focus is on Situ Fabrication, a manufacturer of custom architectural products, which moved into Building 132 in 2013. Includes short timeline history of the navy yard.
- ◆ Elaine Kurtenbach. **Japan's Bid for Heritage Listing of Early Industrial Sites Revives Ire over POW, Forced Labor.** *AP, The Big Story* (www.bigstory.ap.org, June 30, 2015). Japan is seeking recognition of 23 industrial sites under the theme of "Sites of Japan's Meiji Industrial Revolution." Japanese officials feel that UNESCO recognition will help to promote industrial tourism and commemorate Japan's rapid transformation from a feudal farming society to an industrial power from 1868 to 1912. Others argue that by limiting the period of significance to before 1913, Japan is purposely avoiding painful topics of forced labor and militarism that were supported by its industrialist expansion.
- ◆ John B. Sharkey. **Science and Technology on Irish Stamps.** *American Philatelist* (July 2015), pp. 666-71. A diverse range of topics from St. Patrick's bell (an 8th-century bronze-coated iron bell) to the 200th anniversary of Dunsink Observatory.
- ◆ Vivian Yee. **Salvaging a Long-Lasting Wood, and New York City's Past.** *NYT* (July 21, 2015). Longleaf (a.k.a. yellow or heart) pine, a dense softwood timber used extensively in industrial buildings throughout the 19th century and into the early 20th, is no longer commercially grown. Instead, timber is "mined" from existing structures such as the American Sugar Refining Co.'s Brooklyn refinery (misnamed "Domino Sugar Factory" in the article) for current markets such as flooring and faux-rustic decoration.
- ◆ Engineers (www.icebookshop.com), 2015. 424 pp. £100. A comprehensive guide to past and current approaches to the design of a wide range of movable bridges. Against a background of worldwide development, practical information on electro-mechanical and hydraulic systems that drive movable bridges.
- ◆ Jeff L. Brown. **Tragedy and Triumph, Part I: The Tay Bridge.** *CE* (Apr. 2015), pp. 46-49. The North British Ry., determined to provide a direct route from Edinburgh to points north, hired Thomas Bouch to design a bridge of unprecedented (2-mile) length across Scotland's Firth of Tay. As a result of design and construction errors, its main-channel through trusses collapsed under a train on Dec. 28, 1879, killing 75. **Part II: The Firth of Forth Railway Bridge.** *CE* (May 2015), pp. 46-49. Designed by John Fowler and Benjamin Baker, the Forth Bridge is credited as the first to be made almost entirely of steel and the world's longest cantilever at completion in 1890. In response to the nearby Tay Bridge disaster, the designers deliberately sought an appearance of strength and stability.
- ◆ **Covered Bridge Topics** (Spring 2015), Vol. 73, No. 2 includes *West Windsor (Vt.) and Its Tied-Arch Bridges* (idiosyncratic laminated arches found only in this New England town); *Unique Trusswork at Taftsville* (bridge in Woodstock, Vt., built in 1836); and *Greene County, Pennsylvania: A Visit with Herbert Richter in 1959* (photo essay).
- ◆ Donald Empson and Kathleen Vadnais. **Crossing the St. Croix River: The 45-year Struggle to Build a New Stillwater Bridge and Save the Historic Lift Bridge.** 70 pp., illus. \$30 ppd. (Avail: <https://sites.google.com/site/empsonsite/>). The bridge, built in 1931, between Stillwater, Minn. and Houlton, Wis., has been the subject of intense scrutiny due to its historic status, aging mechanism and structure, and location in an environmentally sensitive area. It serves as a traffic bottleneck and has been closed repeatedly for repairs. Projects to replace or bypass the bridge have run into local and nationwide opposition. This book is by a local historian and a journalist who have been involved with the bridge since the 1990s.
- ◆ Helen H. Frink. **The First Piscataqua River Bridge (The "Great Arch"), 1794-1855.** *Historical New Hampshire*, Vol. 67, Nos. 1-2 (Fall-Winter 2013), pp. 31-51. The N.H. Historical Society recently acquired the records of the

BRIDGES

- ◆ Brian Bakst. **Tours Cater to Fans of Spans.** *Newsday*, (Aug. 3, 2015), p. A32. A new trend of touring bridge construction sites with examples from Minnesota, Ohio, and New York.
- ◆ Charles Birnstiel [SIA], William Bowden and George Foerster. **Movable Bridge Design.** Institute of Civil

Proprietors of the Piscataqua Bridge, providing a wealth of detail on the timber-arch bridge's construction (built by Timothy Palmer) and history of repairs and reconstruction.

◆ Carol Pogash. **An Aging California Bridge Needs All the Support It Can Get.** *NYT* (March 21, 2015), p. A10. Caltrans wants to replace a bridge built during WWII of recycled Douglas fir and railway steel serving California Highway 1 near the town of Albion. Citizens want to save it.

MINES & MINING

- ◆ Matthew L. Basso. **Meet Joe Copper: Masculinity and Race on Montana's World War II Home Front.** Univ. of Chicago Pr., 2013. 372 pp., illus. \$30. Impressively detailed labor history of Montana's white-male copper workers and their active resistance to women and ethnic minority workers introduced by the government due to labor shortages. Rev.: *MHJ* (2014), p. 117.
- ◆ Hannah Bloch. **Rescuing Mes Aynak.** *National Geographic* (Sept. 2015), pp. 110-129. Archeology shows that this ancient Buddhist monastery near Kabul produced copper on a nearly industrial scale, including adapting smelting methods to changing water supplies. It is threatened by modern commercial mining and the Taliban.
- ◆ Kendall W. Brown. **The History of Mining in Latin America: From the Colonial Era to the Present.** Univ. of N.M. Pr., 2012. 258 pp. \$34.95. Textbook links work, technology, and culture from the beginnings of Spanish gold production in the Caribbean during the 16th century to the nationalization of mining in Mexico, Bolivia, Chile, and other countries during the 20th century. Rev.: *T&C* (July 2013), p. 659.
- ◆ David Bullock. **Coal Wars: Unions, Strikes, and Violence in Depression-Era Central Washington.** Wash. St. Univ. Pr., 2014. 208 pp. \$24.95. The railroad coal town of Roslyn provides the background for a labor struggle between the United Mine Workers and the Western Miners Union in 1934. Rev.: *MHN* (Summer/Fall 2014), p. 3.
- ◆ Roger Burt. **Diamond Core Drills: Their Invention, Early Development, and Consequences for Mining and Quarrying.** *MHJ*, Vol. 21 (2014), pp. 1-21. The development of the diamond core drill as "the essential tool for finding and exploiting hidden, non-outcropping deposits and planning for optimum development." The author points to widespread technological diffusion following the initial invention by Georges-Auguste Leschot of France in the early 1860s for the driving of the Mont Ceniz Frejus Railway Tunnel in the Alps.
- ◆ Eric L. Clements. **Forgotten Ghosts of the Southern Colorado Coal Fields: A Photo Essay.** *MHJ*, Vol. 21 (2014), pp. 84-95. Historic and contemporary images are juxtaposed to tell the story of the region's mines and ghost towns.
- ◆ Kent Curtis. **Gambling on Ore: The Nature of Metal Mining in the United States, 1860-1910.** Univ. Pr. of Colo., 2014. 252 pp., illus. \$39.95. With a focus on Montana as a case study, examines the influence of risk-taking attitudes and national mining laws that gave legitimacy to monopolistic practices. Rev.: *MHJ* (2014), p. 113.
- ◆ Larry Godwin. **Emil Fischer, Guide to the San Juan Mountains.** *MHJ*, Vol. 21 (2014), pp. 68-83. Fischer, a mapmaker, produced a series of six detailed maps from the 1870s to 1890s, helping miners to explore and exploit the region's mineral resources.
- ◆ Kingston Wm. Heath. **Buildings as Cultural Narratives: Interpreting African American Lifeways in a Montana Gold Mining Camp.** *B&L*, Vol. 21, No. 2 (Fall 2014), pp. 1-30. The humble Coggswell-Taylor house and an adjoining store have been acquired by Montana Heritage and will be used to tell the stories of minorities in Virginia City during the late 19th century.
- ◆ Andrew Johnston. **Mines, Mining, and Miners on Mariscal Mountain: Landscape and People in Cultural Resource Management.** *MHJ*, Vol. 21 (2014), pp. 50-67. HAER documentation of the mercury mines in Big Bend National Park in Texas, and how the information generated has been and could be used to preserve and interpret the remains of mines, furnace, and workers' village.
- ◆ Andrew Scott Johnston. **Mercury and the Making of California: Mining, Landscape, and Race, 1840-1890.** Univ. Pr. of Colo., 2014. 336 pp., illus. \$45. The production of mercury was vital to refining gold and silver, so controlling its production and use were critical to wealth and power in the West.
- ◆ L. Michael Kaas. **Richard W. Pascoe, Mine Superintendent.** *MHJ*, Vol. 21 (2014), pp. 30-49. Life story of Pascoe, a Cornishman who learned his mining skills in the copper mines of Cornwall, and upon emigrating to the U.S. lived a semi-nomadic existence moving among mines in Pennsylvania, North Carolina, Michigan, and Virginia, including nearly five years stuck behind Confederate lines at a lead mine during the Civil War.
- ◆ Eric Nystrom [SIA]. **Seeing Underground: Maps, Models, and Mining Engineering in America.** Univ. of Nev. Pr., 2014. 320 pp. \$39.95. The sets of practices and artifacts that allowed mining engineers to visualize underground mines in three dimensions, providing the skills and knowledge necessary to advance the profession. Rev.: *MHN* (Summer/Fall 2014), p. 4.
- ◆ Eric Nystrom [SIA], ed. **In the Aftermath of Tragedy: Herschel Wence and the 1925 City Mine Disaster, Sullivan County, Indiana.** *MHJ*, Vol. 21 (2014), 22-29. Annotated first-person account of the coal mine explosion, the deadliest mining accident in the state's history.
- ◆ James Rada, Jr. **Saving Shallmar: Christmas Spirit in a Coal Town.** Legacy Pub., 2012. 183 pp., illus. \$18. The story of a western Maryland coal mining town is built around an event in the Christmas of 1949 when the entire nation responded to a CBS news story about the town's high rate of unemployment (80-90 percent). The story travels backward in time to the establishment of the mine in 1917 to meet the demand for coal during WWI, and forward to 1971, when the mine finally closed following a coal-tailing landslide. Rev.: *MHJ* (2014), p. 120.
- ◆ Norman Rosenblatt. **Dance with the Bear: The Joe Rosenblatt Story.** Univ. of Utah Pr., 2013. 288 pp., illus. \$45. Biography of Rosenblatt, who acquired an obscure mining-equipment firm (Eastern Iron & Metals Co., aka EIMCO) in 1934 and built it into Utah's fourth-largest private employer, largely through development of successful mucking machines and process filters. Rev.: *MHJ* (2014), p. 111.

- ◆ Richard Rubin. **Boom, Bust and Oil.** NYT (Aug. 9, 2015), Travel p. 1, 6-7. Historic and modern sites marking the cycles of oil drilling and settlement across the landscape of North Dakota's Williston Basin.
- ◆ Kate Siber. **Ghost of a Chance: How the Residents of Silverton, Colorado, Beat the Odds to Rescue a Long-Abandoned Mining Town.** *Preservation* (Spring 2015), pp. 26-33.

MISC. INDUSTRIES

- ◆ Regina Lee Blaszczyk. **The Color Revolution.** MIT Pr., 2012. 380 pp., illus. \$34.95. History of color in product design, manufacturing, marketing methods, and consumption patterns. Biographical sketches and institutional profiles examine key innovators of chemical dyes, standardized color systems, color trend predictions, etc. woven into a narrative about standardizing, harmonizing, and forecasting colors. Rev.: *AHR* (June 2014), pp. 860-861.
- ◆ Robert McCullough [SIA]. **Wheels of Fortune: The Bicycle Boom, Trinity Cycle, and Its Keene Factory.** *Historical New Hampshire*, Vol. 67, Nos. 1-2 (Fall-Winter 2013), pp. 52-81. Trinity Cycle opened in Keene in 1897 with its owners and the town brimming with confidence about the manufacturer's prospects. The timing was poor; the market for bicycles was waning, following a spectacular nationwide boom. Analysis of the challenges facing the company, including construction of a new factory building and the acquisition of materials and labor needed to fabricate bicycles at competitive prices. Trinity failed to survive past 1901.
- ◆ Harlan Stoehr. **William Boss and His Specialty Manufacturing Company.** *Ramsey County [Minn.] History* (Winter 2015), pp. 18-27. Pursuing engineering opportunities when farm work did not appeal, Boss invented several practical lawn-care tools that led to starting his own manufacturing company which continues as a maker of valves, related pumps and controls, and custom components. In addition, Boss developed and taught in the agricultural

engineering program at the Univ. of Minnesota and was influential in rural electrification.

TEXTILES

- ◆ Lydia DePillis. **Here's How the Government Tries to Save Businesses before Free Trade Destroys Them.** *Washington Post* (June 11, 2015). Features Lion Brothers, a textile company in Owings Mills, Md. (tour site—1995 SIA Annual Conference, Baltimore), that had a steady source of income churning out patches that go on the sleeves of Custom and Border Patrol agents until the federal government changed the contract specifications to allow foreign firms to compete for the work. At the same time, the government has been cutting back trade adjustment assistance to impacted businesses.
- ◆ Michael Gagnon. **Transition to an Industrial South: Athens, Georgia, 1830-1870.** La. St. Univ. Pr., 2012. 290 pp. \$48.95. Planters, reacting to the Tariff of Abominations of 1828, chartered vertically integrated textile mills employing poor whites and slaves. This inaugurated an economic transition that set the stage for the South's industrialization in the post-Civil War years. Rev.: *T&C* (July 2013), p. 663.

COMMUNICATIONS TECHNOLOGY

- ◆ Donald M. Hall. **Generation of Wealth: The Rise of Control Data and How It Inspired an Era of Innovation and Investment in the Upper Midwest.** Nodin Pr., 2014. 258 pp. \$19.95. Covers the boom-and-bust story of Control Data and of those involved—engineers, executives, and entrepreneurs—who made it happen but also looks at how the company inspired local investment in related industries, such as medical devices.
- ◆ David Hochfelder. **The Telegraph in America, 1832-1920.** Johns Hopkins Univ. Pr., 2013. 250 pp. \$55. Particularly strong chapters on the use of the telegraph during the Civil War, its use in journalism, and its impact on the functioning of financial markets. Rev.: *T&C* (July 2013), p. 665.
- ◆ Jacquie McNish and Sean Silcoff. **Losing the Signal: The Untold Story Behind the Extraordinary Rise and Spectacular Fall of BlackBerry.** Flatiron Books, 2015. 288 pp. \$27.99. Analysis of how responses to competition led to failure at a leading cellular phone manufacturer.
- ◆ Thomas J. Misa. **Digital State: The Story of Minnesota's Computing Industry.** Univ. of Minn. Pr., 2013. 299 pp. \$90.00 cloth; \$24.95 paper. From the rise of Engineering Research Associates, which built top-secret code-breaking machines for the Navy, to Control Data, which produced the world's fastest commercially available computers, to IBM's massive Rochester campus, and many small vendors, this history covers the state's computer sector and how it led to the medical device industry that Minnesota leads today.
- ◆ Roland Wenzlhuemer. **Connecting the Nineteenth-Century World: The Telegraph and Globalization.** Cambridge Univ. Pr., 2013. 339 pp., maps. \$110; e-book \$88. Deep study of the spread and distribution of the telegraph, globally and in Britain and British India with maps of telegraph traffic. Looks at how humans interacted with this new form of communication, changing language and the structures of authority. Rev.: *AHR* (June 2014), p. 858.

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With Thanks.

- ◆ Joshua D. Wolff. **Western Union and the Creation of the American Corporate Order.** Cambridge Univ. Pr., 2013. Western Union's sharp business practices gave it a near monopoly and made it one of America's largest and most powerful corporations. Rev.: *AHR* (June 2014), p. 899.

WATER TRANSPORT

- ◆ James Barron. **Pride of South Street Makes a Hopeful Harbor Crossing.** *NYT* (May 22, 2015), p. A22. The 1885 wrought-iron hulled *Wavertree* goes to drydock for a \$10.6 million dollar overhaul. The freighter is said to be the largest iron sailing vessel afloat.
- ◆ Jeff L. Brown. **Erie Overhaul: The New York State Barge Canal.** *CE* (Sept. 2015), pp. 46-49. Describes the 1905-18 construction of the New York State Barge Canal (tour site—2015 SIA Annual Conference, Albany), which “saved the Erie from obsolescence in the early 20th century.”
- ◆ Jeff L. Brown. **A Federal Endeavor: The Old Cape Henry Lighthouse.** *CE* (Mar. 2015), pp. 42-45. After nearly 70 years of attempts by colonial Virginia and Maryland to construct a lighthouse at the entrance to the Chesapeake Bay, a brand-new Congress funded it through the Lighthouses Act of 1789, its ninth act ever. Completed in 1792, the 72-ft.-tall (22 m) masonry structure still stands on the grounds of Fort Story.
- ◆ Frederick L. Johnson. **The Sea Wing Disaster: Tragedy on Lake Pepin.** Goodhue County [Minn.] Historical Society, 2014. 160 pp., maps, photos. \$24.95. Revised edition of 1986 telling of the July 1890 disaster of a pleasure steamer that capsized during a sudden storm on a day excursion on the Mississippi River's Lake Pepin. Ninety-eight of the 215 passengers died making it one of the deadliest accidents on the inland waterways.
- ◆ Jo Marchant. **Exploring the Titanic of the Ancient World.** *Smithsonian* (Feb. 2015), pp. 56-69. On the basis of recent archeological evidence, an ancient Roman shipwreck is now thought to be a grain carrier either re-purposed to carry luxury goods, since many statues and fine glassware were found with the wreck, or carrying these along with a cargo of grain. These seagoing vessels were the largest of their time and this would be the first to be found.
- ◆ Jane Kwiatkowski Radlich. **Restoring Forgotten Buffalo Lighthouse Will Create “Heritage Bookends.”** *Buffalo News* (Aug. 17, 2015). Less well known than its companion on the Buffalo River, the South Buffalo Lighthouse protects the south entrance to the city's Outer Harbor, in a location that reportedly was the only fog signal testing station on the Great Lakes. The Buffalo Lighthouse Association is raising funds for a restoration effort expected to cost \$850,000.
- ◆ Robert L. Reid. **Sunken Confederate Ironclad Being Raised for Savannah Harbor Expansion.** *CE* (May 2015), pp. 29-32. Sunk in 1864, the wreck of the CSS *Georgia* was damaged by an unsuccessful recovery effort in 1868 and by dredging in 1968. The remaining artifacts will be raised to prevent further damage during dredging that will double the capacity of the port by 2030.

RAILROADS

- ◆ Peter Cross-Rudkin. **Early Main Line Railways.** Six Martlets Publishing, 2016. £36. Eighteen papers from the

- First International Early Main Line Railways Conference held at Caernarfon in June 2014. The proceedings are being published by subscription. All subscribers will receive a copy of the book at a significantly discounted price. To subscribe by Jan. 30, 2016, www.earlymainlinerailways.org.uk. Papers include Mark Casson, *Railway Promotion in Victorian Britain: Engineering Triumph or Waste of Capital*; Michael R. Bailey, *Technology on the Move: Engineering Development on Early Main Line Railways*; Grahame Boyes, *Early Progress towards Common Standards for Britain's Railways*; David Hodgkins, George Car Glyn, *Monopoly and Competition*; Ronald Cox and Dermot O'Dwyer, *The Dublin-Galway Main Line, 1845-1851*; Amr el Sayed Nasr el Din and David Gwyn, *Railways in Egypt, 1834-1865*; Ian J. Kerr, *The Early Main Line Railway: The Utility of the Concept for the History of Railways in India*; Erica Mukherjee, *Managing Technology Transfer: Land Acquisition for the East Indian Railway, 1850-1854*; Stewart K. Jones and Stuart Cole, *Railways, the New Professionals and the Sinews of War*; Peter Cross-Rudkin, *Contractors' Lines: A System of Tampering and Jobbery?*; Ivor Lewis, *The Development of Drawing Office Management within Main Line Railway Workshops*; Elizabeth Cavicchi, *Early Explorations in Electromagnetic Traction by Rail*; Andrew Primmer, *The British Railway Monopoly in Columbia*; Herbert MacDonald and Robert Tennant, *The Intercolonial Railway Idea in British North America*; Win Stokes, *The Impact of Early Main Line Railway Development on the Iron and Coking Industries in North East England*; Robert F. Hartley, *The Architecture of Early Main Line Railways in Britain*; Sylvester Damus, *The Central Argentine Railway from Inception to Maturity, 1854-1884*; Roland Tusch, *Lengthmen's Cottages along the Semmering Railway*.
- ◆ David W. Dunlap. **A Hudson Yards Garden Will Grow with Concrete, Coolant and High-Power Fans.** *NYT* (July 22, 2015). A public square and garden is being built over the 26-acre John D. Caemmerer West Side Storage Yard, where Long Island RR cars are marshaled. Challenges of designing planting beds for trees and flowers protected from blasts of heat rising from an active train yard.
 - ◆ Aaron Isaac. **Twin Ports by Trolley: The Streetcar Era in Duluth-Superior.** Univ. of Minn. Pr., 2014. 342 pp., photos, maps. \$39.95. Beginning with the transition from horses, tells the story of the streetcar's role in daily life, the behind-the-scenes workers who kept the system running, and the buses that ended the era. All lines, including those not built, are mapped and appendixes detail ridership.
 - ◆ Scott Lothes, Jack Holzhueter, and Jordan Radke. **Significant Images of Railroading.** Center for Railroad Photography & Art (www.railphoto-art.org/category/publications), 2015. 77 pp. 93 b&w photos. \$19.95. Highlights of the center's collection of 200,000 photographs. Featured is the work of Wallace W. Abbey, John F. Bjorklund, Ken Burbach, Perry Frank Johnson, Leo King, Harold O. Lewis, Glenn Ostereich, David Plowden, Ted Rose, and Fred M. Springer.

WATER SUPPLY & CONTROL

- ◆ Jeff L. Brown. **Westward Flow: The Embudo, New Mexico, Stream-Gauging Station.** *CE* (July/Aug. 2015), pp. 48-51. In 1888-89, this remote location in the Rio Grande valley

(continued on page 17)

THE YORK RETURNS TO BALTIMORE

The B&O Railroad Museum (reception site—1995 SIA Annual Conference, Baltimore) has acquired at auction the locomotive *York* from the Chicago Museum of Science and Industry. This 1926 replica of the 1831 locomotive completes the B&O museum's collection of the three working replicas of early B&O locomotives built by the B&O's own Mt. Clare Shops in Baltimore for the Fair of the Iron Horse. The fair was a two-week long extravaganza held at Halethorpe, Md. in the fall of 1927 to celebrate the centenary of the B&O Railroad. The fair attracted over a million visitors. Locomotives both historic and modern from other railroads from as far away as England were on site to help with the celebration.

The B&O was devoted to preserving key artifacts of its history. While the original *York* had long been lost by 1927, enough of its descendants were still around to make possible a highly authentic replica. The *York* will shortly rejoin the other two replicas built in 1927—Peter Cooper's *Tom Thumb* (original 1830) and *Lafayette* (original 1837).

In 1831 the B&O planned a locomotive competition similar to the Liverpool & Manchester's famous Rainhill trials of 1829 in England. Five locomotives were entered in the competition, held between January and June of that year. The winning locomotive was the *York*, named for York, Pa. where the locomotive was constructed. It was the work of Phineas Davis (1795-1835), a watchmaker and early steam advocate, and built with the help of his partner Morris J. Garner (sometimes spelled Gartner).

York was a four-wheel, vertical-boiler locomotive with

a short wheelbase similar to Cooper's *Tom Thumb*. It featured a pair of vertical cylinders that drove vertical main rods that connected to horizontal side rods, which powered the wheels. Designed to burn anthracite coal, the *York* was deemed the most successful of the five locomotives in the competition and after some alterations entered service on the B&O where it hauled passenger trains on the line from Baltimore to Ellicott's Mills (now Ellicott City). In July 1831, it was reported to have hauled a five-car train with 150 passengers on board. It was capable of hauling 15 tons at 15 mph on level track, and could reach speeds of 30 mph, truly impressive statistics for the period.

After its performance at the Fair of the Iron Horse, the locomotive was sent to Chicago to participate in the Century of Progress fair held in 1933-34. Afterwards, B&O officials donated the replica to the Chicago Museum of Science and Industry for its permanent collection. In 1966, it was loaned for display in York, Pa., where it resided until 1976, when it was then loaned to the B&O Railroad Museum (then operated by the Chessie System) as part of the B&O's 150th anniversary displays in 1977. Although Chessie System officials and the museum coveted the replica and hoped to keep it on long-term loan, in 1980 it was returned to the Chicago Museum of Science and Industry to be part of a railroad-themed exhibition.

The B&O Railroad Museum will develop plans to incorporate *York* into its permanent exhibition *Roads to Rails*, which interprets the birth and early development of railroading in the Western Hemisphere.—B&O RR Museum Press Release (Oct. 6, 2015) ■



York, on display at the Chicago Museum of Science and Industry, 2015.

IA ON THE NATIONAL REGISTER

The following is a compilation of industrial heritage and related sites listed on the National Register of Historic Places (U.S.) from July 3 to Sept. 25, 2015.

Anaheim Orange & Lemon Association Packing House, Anaheim, Calif. Constructed in 1919, it is the only remaining citrus packing house in Anaheim. Designed in the Mission Revival style, the stucco-clad building is constructed of hollow, clay-tile blocks set within a series of concrete structural frames.

Brahm-Mitchlette Motor Car Co., St. Louis, Mo. Spanish Revival-style automobile dealership. Constructed in 1927.

Bridge 15, Sharon, Vt. This Parker through-truss bridge, erected in 1928 by the American Bridge Co., was listed under cover of the Metal Truss, Masonry, and Concrete Bridges in Vermont Multiple Property Submission (MPS).

Central Manufacturing District—Pershing Road Development Historic District, Chicago, Ill. The Pershing Road Development is one of six tracts that make up Chicago's Central Manufacturing District (CMD). The CMD was founded in 1902 as one of the first, full-service industrial parks in the U.S. There are 17 contributing industrial buildings in the 77-acre Pershing Road Development.

Chatham Southern Railway Depot, Chatham, Va. Built in 1918-19, the Mission Revival-style depot currently houses the Chatham Veterans History Museum.

Delgado Street Bridge, Santa Fe, N.M. Erected in 1927-28. Single-span, 40-ft.-long, reinforced-concrete deck girder crossing the Santa Fe River.

Fall Creek Falls Fire Lookout Tower, Pikeville, Tenn. The 80-ft.-tall metal lookout tower started out in 1895 as a visitors'

viewing platform on Missionary Ridge in the Chickamauga and Chattanooga National Battlefield. It was moved to serve as a fire tower in a remote location on the Cumberland Plateau near Pikeville in 1935. Listed under cover of the Tennessee Division of Forestry Fire Lookout Towers MPS.

Fuksa Portion of the Chisholm Trail Roadbed, Bison, Okla. Ruttled, intact section of one of the first north-south transportation routes developed across the Southern Plains.

Grants-Milan Flight Service Station, Grants, N.M. Established in 1953 by the Civil Aeronautics Authority. Small air traffic facility along I-40 provided aviation assistance for the nation's Mid-Continental (Los Angeles-Amarillo) airway.

Hastings Brewery Building and Bottling Works, Hastings, Neb. Built in 1906 and forced to close in 1917 due to Prohibition, the Italianate-style brick brewery was converted into cold storage and remains remarkably intact.

Interstate Bakeries Corporation Headquarters, Kansas City, Mo. Built in 1951. IBC's headquarters oversaw a nationwide network of bakeries. Considered a fine example of Modernist architecture.

KCS Railway Depot, Stilwell, Okla. A modest, one-story, brick depot for small-town passenger and freight services, built in 1912 by the Kansas City Southern Ry.

Lakeland Shipwreck, Sturgeon Bay, Wis. Steam-screw, 280-ft.-long, bulk freighter, launched in 1886, converted into a passenger steamer in 1910, and finally saw service as an automobile carrier in 1920. Sank in 1924. Listed under cover of Great Lakes Shipwreck Sites of Wisconsin MPS

Leaburg Hydroelectric Project Historic District, Leaburg, Ore. Placed in service in 1930 and continuing to operate as part of the Eugene Water & Electric Board system, this district includes a dam, powerhouse, reservoir, canal, tailrace and operators' cottages.

Lewiston Mills and Water Power System Historic District, Lewiston, Maine. Boundaries of the 720-acre district encompass six extant textile mill complexes and power canal system, a bleachery, machine shops, social and religious buildings, and workers housing.

Light Vessel 71 Shipwreck, Buxton, N.C. Built in Bath, Maine, in 1897, the lightship served as a floating lighthouse,



Omaha (Neb.) Power Plant Building.

sound signal station, and navigational beacon. In 1918, a German U-boat sank the light vessel while it was anchored off Cape Hatteras.

Memorial Industrial School, Rural Hall, N.C. From the 1920s to the 1970s, the school served as a training school and home for African-American orphans.

Milwaukee Shipwreck, Fox Point, Wis. Launched in 1902 at Cleveland, the steam-screw *Milwaukee* pioneered car ferry service for the Manistique, Marquette and Northern Ry. She sank in 1929. Listed under cover of Great Lakes Shipwreck Sites of Wisconsin MPS.

Naval Air Station Wildwood Historic District, Wildwood, N.J. NAS Wildwood is comprised of two hangars and an operations building with control tower. The station operated between 1942 and 1945 as a WWII fighter-bomber training facility and later became a public airfield. Hangar #1 now contains an aviation museum.

Ogden Union Stockyard Exchange Building, Ogden, Utah. Art Deco-style offices, built in 1931.

Omaha Power Plant Building, Omaha, Neb. Constructed in 1889 with later expansions, closed in the 1980s.

Pickett Cotton Mills, High Point, N.C. Built in 1911 according to the design of Lockwood, Green & Co., Pickett is considered the first cotton mill in High Point to meet with long-term success.

R/V *Polaris*, Redwood City, Calif. U.S. Geological Survey research vessel *Polaris* was launched in 1927 as a private yacht. The ship's hull is constructed of fir planking with oak and teak beams. Powered by original Atlas-Imperial diesel engine. After serving in WWII patrolling Seattle harbor, she was acquired by the USGS and outfitted with a water-quality lab.

Range Lane Road Bridge, River Hills, Wis. Close-spandrel, stone-faced, reinforced-concrete arch over the Milwaukee River. Designed by Charles S. Whitney and erected in 1935.

Raton Pass Scenic Highway, Raton, N.M. A 1.5-mile segment of mountain highway linking New Mexico and Colorado. In use from 1908 to 1942.

Ravencroft Mine, Sparta, Tenn. Approximately 25 acres of the former bituminous coal mine includes site of mineshaft, tailings pile, and company town. Operated from 1901 to 1937. The county has plans to develop the site as a park.

RCA Victor Studios Building, Nashville, Tenn. Built in 1964-65, RCA Victor Studios was the first combination



Wikimedia Commons, 2015

U.S. Playing Card Company, Norwood, Ohio.

recording studio and office building in the city's famed Music Row neighborhood.

Salida Livestock Commission Co., Salida, Colo. Established in 1958, this commercial livestock operation consists of a sales barn and extensive corral system, barns, and loafing sheds.

Smoky Hill Trail and Butterfield Overland Dispatch Segment of the Santa Fe Trail, Chapman, Kan. Well-defined, rutted trail segment in use from 1853 to 1870 on the route from Leavenworth to Pike's Peak. Listed under cover of the Santa Fe Trail MPS.

Speas Vinegar Co., Charlotte, N.C. Brick factory, built in 1939, used to manufacture distilled white and apple-cider vinegar until 1994.

Spellman Granite Works, Saulk City, Wis. The Spellman brothers ran a stone-finishing business that produced grave-stones, urns, and statuary from 1917 to 2005.

Swan River Bridge, Bigfork, Mont. This pin-connected, Pratt, through truss was fabricated in 1911 by the American Bridge Co. and erected by A.Y. Bayne & Co. Listed under cover of Montana's Historic Steel Truss Bridges MPS.

U.S. Playing Card Company Complex, Norwood, Ohio. Early 20th-century brick factory complex was until recently home to the world's leading maker of playing cards.

IA on the National Register is compiled from the National Register Weekly List supplemented by information gleaned from other sources. ■

IA EXHIBITS

Inventing the Outdoors is a new yearlong special exhibit at the Michigan Historical Museum in Lansing. The exhibit looks at the origins of the state's love for outdoor recreation through the life and times of Webster L. Marble. Marble was born in 1854 and grew up in the Upper Peninsula becoming an expert trapper, hunter, and fisherman. He worked as a surveyor and timber cruiser, which sparked his desire to invent and manufacture outdoor equipment. Marble founded the Marble Safety Axe Co. in 1899, which continues today as the Marble Arms Co. He would eventually patent more than 60 outdoor products, including knives, compasses, and waterproof matchboxes. The Boy Scouts and Girl Scouts adopted Marble products as their official outdoor equipment. The products were sold through catalogues and magazine ads. Info: www.michigangov/museum.

Oh Panama! Jonas Lie Paints the Panama Canal. Norwegian-born painter Jonas Lie (1880-1940) visited Panama for three months in 1913 after being inspired by a motion picture documentary of the construction of the

canal. He was enthralled by the feat of engineering. Working in the intense tropical heat, he produced oil sketches and drawings and took careful notes on the technical aspects of the canal's construction. The thirty known paintings he made of the Panama Canal are lively and colorful, capturing the spirit of that endeavor as well as its heroic quality and monumental scale. Lie recalled the Panama experience as a pivotal moment in his career, one for which he received national recognition for his art. He also developed aesthetic and technical strategies that influenced his landscape compositions from that point forward. The exhibit will be on view at the Hudson River Museum in Yonkers, N.Y. from Feb. 7 to May 8, 2016 and travels to the James A. Michener Museum in Doylestown, Pa. from July 23 to Oct. 30.

GulfQuest National Maritime Museum in Mobile, Ala., officially opened on Sept. 26, 2015. GulfQuest is billed as the only maritime museum along the Gulf Coast. It features 90 exhibits covering an array of topics from early settlement and trade routes to marine archeology and shipwrecks, marine life, weather and hurricanes, coastal environments, maritime commerce and shipbuilding, ship navigation and communication, and offshore petroleum rigs. The most prominent exhibit is a replica of a full-sized container ship that houses the museum's other exhibits. It is full-scale with containers stacked high, water surrounding the hull, and simulated engine vibration. The ship commemorates the development of containerization, which was pioneered in the 1950s by Malcolm McLean as owner of Mobile's Waterman Steamship Corp. Info: www.gulfquest.org. ■

MEMBER NEWS

Stephen Titchenal has been awarded a Railway & Locomotive Historical Society research fellowship. Titchenal retired from teaching in 2008. His award will support the development of finding aids, digitization, and digital publication of U.S. Interstate Commerce Commission (ICC) railroad valuation maps and engineering notes. The ICC documented the right-of-way of all common carrier steam railroads beginning about 1915. Since his retirement, Steve has been working with railroad historical societies, libraries, and government agencies to digitize and make available their valuation as well as other map collections. This award is intended to help cover travel expenses. Steve's website is www.railsandtrails.com.—R&LHS, Sept. 24, 2015 ■



Jonas Lie, *Heavenly Host*, 1913. Oil on canvas, 50 × 60 in.

Courtesy Hudson River Museum/West Point Museum Collection, U.S. Military Academy

PUBLICATIONS OF INTEREST *(continued from page 12)*

became a field school for training hydrographers in support of John Wesley Powell's vision of a comprehensive irrigation study for the arid American West. Although that vision was only partially implemented, the Embudo stream-gauging station is still in operation and has earned landmark status as the first of its kind.

- ◆ Christopher Hawthorne. **How Frank Gehry's L.A. River Makeover Will Change the City and Why He Took the Job.** *Los Angeles Times* (Aug. 9, 2015). A controversial decision by the L.A. River Revitalization Corp. to hire Gehry's firm to prepare a master plan for making the river more accessible without jeopardizing flood control. Gehry, best known for his innovative architecture, has little experience with this type of project. Gehry has been working on the project pro bono for a year and some think the city believes he has the celebrity to consolidate political support and fundraising efforts.

IRON & STEEL

- ◆ Mark Davis. **Steel Giant's Setback Reverberates in South.** *Atlanta Journal-Constitution* (Oct. 18, 2015). U.S. Steel is closing its blast furnace at Fairfield Works (Fairfield, Ala.), costing 1,100 jobs.
- ◆ Kimiko de Freytas-Tamura. **Steel Mill's End Puts Upheavals of Modern Britain on View.** *NYT* (Oct. 19, 2015). Closing the century-old Teesside Steelworks plant in Redcar.
- ◆ June Murawski. **Lee County's Civil War-Era Furnace Awaits Reconstruction.** *Raleigh (N.C.) News-Observer* (Apr. 15, 2015). Volunteers dismantle the long-abandoned Endor Iron Furnace, near Sanford, N.C., with the hopes that it can someday be rebuilt.
- ◆ Mike Schultz. **Forge Work** High View Publishing, 2015. 138 pp. \$60.00. 120 color photographs portray the processes and workers of heavy industrial forge work in North America and Europe. Also **Foundry Work: A View of the**

Industry. 2008. 176 pp., illus., \$55. 150 color illustrations of work within large foundries in Europe and North America, covering moulding and pattern work, melting, casting, and finishing. **Foundry Work: A Global View of the Industry.** 2011. 288 pp., illus., \$80.00. Over 300 full-color images, including 14 fold-out pages, documents 27 foundries casting up to 400-ton castings. Introductory essays by Lawrence Christmas, Betsy Fahlman [SIA], and Michael Schultz. Schultz is an award-winning photographer and Guggenheim fellow. Info: <http://michaelschultzphotography.com>.

ABBREVIATIONS:

AHR	= American Historical Review
B&L	= Buildings & Landscapes, Journal of the Vernacular Architecture Forum
CE	= Civil Engineering
MHJ	= Mining History Journal, published by the Mining History Assn.
MHN	= Mining History News, published by the Mining History Assn.
NYT	= New York Times
T&C	= Technology & Culture, published by the Society for the History of Technology

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

IA ON THE WEB

Abandoned Movie Sets (www.cavemancircus.com/2015/03/09/abandoned-movie-sets-you-can-still-visit-today/). Only tangentially IA, but interesting nonetheless, a long list of movie sets abandoned in place from a textile mill company town at Henry River Mill, N.C. (used for the Hunger Games movie) to the abandoned Dixie Square Mall at Harvey, Ill. (Blues Brothers movie).

Adirondack Architecture Guide (<http://adirondackarchitectureguide.com>). Downloadable tours offer ways to explore the historic buildings and sites of the Adirondack region. In addition, there are expert essays on various topics, including one on tanneries by Janet A. Null.

Lindbergh's Take-Off (www.airportappraisals.com). Digitized film footage of Lindbergh's transatlantic takeoff,

stitches together several different camera angles. Clicking on "Contact" brings up several other videos about early aviation.

Watervliet Arsenal Machine Shop (www.youtube.com, search on "Rawls Watervliet"). Video of Bob Rawls [SIA] giving a guided tour of operable machine tools in the historic Watervliet machine shop.

IA on the Web is compiled from sites brought to the editor's attention by members, who are encouraged to submit their IA Web finds: phsianews@aol.com. ■

Connecticut State Archaeological Preserves

The Friends of the (Connecticut) State Archaeologist (FOSA), in partnership with the Connecticut State Historic Preservation Office, have researched and designated five industrial archeological resources as State Archaeological Preserves. Connecticut's State Archaeological Preserve program is a legislatively crafted initiative that provides public-private coordination for the recognition and preservation of the state's diverse archeological heritage. The newly designated State Archaeological Preserves range from aboriginal stone working to Cold War military complexes; all sites are located on lands administered by the Connecticut Department of Energy and Environmental Protection.

The People's State Forest Soapstone Quarry recognizes Native American quarrying and processing of soapstone (steatite) bowls, associated debitage, quarrying tools, and a quartzite workshop that have been identified across the Ragged Mountain landscape.

The Charcoal Mound Site at People's State Forest is a rare surviving, un-harvested, early 20th-century example of the once ubiquitous rural charcoal-making activities associated with the iron furnaces located in Connecticut's northwest hills.

The Gail Borden Condensed Milk Factory site in Burr Pond State Park recognizes the industrial ruins of the first commercially successful condensed milk factory (1857–1874) in the U.S.

Located within Bluff Point State Park, the Midway Railroad Roundhouse Archaeological Complex was



Dave Poirier

FOSA members at a recent tour of the Midway Railroad Roundhouse Archaeological Complex, guided by Cece Saunders (center in safety vest).

an important maintenance facility (1904-1939) of the consolidated New Haven Line that was situated at the mid-point between Boston and New York.

The Portland Nike Missile Site (Nike Base HA-36) retains important archeological features associated with the operations and launch components of this air defense base. Deactivated in 1964, the Portland Nike Site is an important reminder of Cold War military strategy and technology now for the most part obscured by Meshomasic State Forest.

Preserve researchers include several SIA colleagues. Cece Saunders and Bob Stewart conducted archival and field research and prepared preserve nominations, and Dave Poirier was the administrative shepherd from grant concept to final designations.

Dave Poirier

U.S. REPORT *(continued from page 5)*

will focus on the archeology of industrial waste. The Society for Historical Archaeology published a special issue in their journal, *Historical Archaeology*, titled "The Archeology of Chinese Railroad Workers in North America" in 2015. The issue explores material culture in social, economic, and political contexts set during the creation of the transcontinental railroad.

Acknowledgments: Dr. Tim Scarlett, Director, Graduate Program in Industrial Archaeology, Michigan Technological

University; Dr. Paul Shackel, Professor and Department Chair, Department of Anthropology, University of Maryland; Dr. Scott See, Executive Director, Keweenaw National Historical Park Advisory Commission; Dr. Paul White, Department of Anthropology University of Alaska Anchorage; and Dr. Fred Quivik, editor *IA*, contributed to this report.

*Submitted by Bode Morin,
U.S. TICCIH Representative*

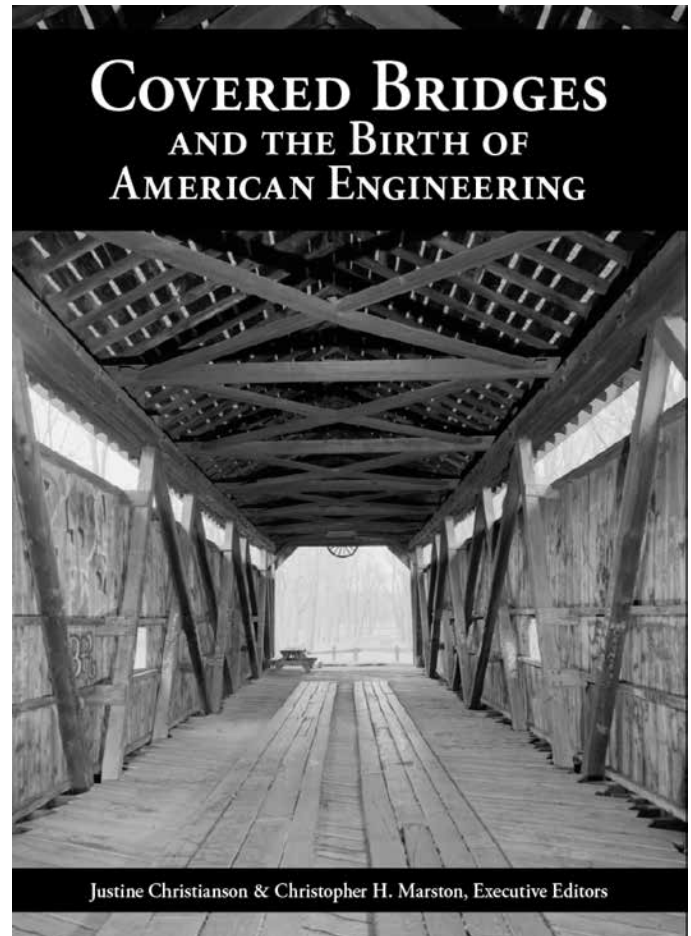
NEW COVERED BRIDGE SYNTHESIS

The Historic American Engineering Record (HAER), a division of the National Park Service (NPS), Heritage Documentation Programs, announces the publication of *Covered Bridges and the Birth of American Engineering*, edited by Justine Christianson and Christopher H. Marston.

The book represents the culmination of research under the Federal Highway Administration (FHWA)-sponsored National Historic Covered Bridge Preservation (NHCBP) Program. HAER and the FHWA's Office of Infrastructure Research and Development have maintained a joint research and technology program for historic covered bridges since 2002. This partnership has also included a variety of initiatives including documentation, engineering studies, National Historic Landmark designations, conferences, and a traveling exhibition.

This book examines the development of wood trusses and covered bridge construction, profiles the pioneering craftsmen and engineers involved, explores the function of trusses in covered bridges, and looks at the preservation and future of these distinctly American bridges. The editors have collaborated with some of the leading historians and engineers of historic covered bridges in the country to produce this volume. Contributors include Jim Barker, Lola Bennett, Joseph Conwill, Dario Gasparini, Matthew Reckard, and Rachel Sangree. Richard O'Connor and Sheila Rimal Duwadi supplied overviews of the HAER and NHCBP programs, and Michael Harrison and David Simmons provided invaluable editorial assistance.

HAER is distributing this publication to members of the covered bridge community nationwide. Additional copies may be requested while supplies last, by contacting Christopher H. Marston at christopher_marston@nps.gov. A PDF ver-



sion of the book, along with other related NHCBP publications, is available electronically through the National Center for Wood Transportation Structures, at www.woodcenter.org.

CHAPTER NEWS

Oliver Evans (Greater Philadelphia) toured National Foam and the Antique Ice Tool Museum in West Chester, Pa. on Oct. 22. National Foam produces foam concentrate and related equipment for fire fighting and fire control systems. The chapter met at the Fairmount Water Works Interpretive Center on Nov. 9 for a presentation by Gregory J. Landrey on *The Explosion of Color in the Classic Automobile Era, 1924-1948*. His talk explored DuPont's development of Duco automotive finish and its impact on the design and promotion of cars.

Roebling (Greater N.Y.-N.J.) held its annual corn roast at Gerry Weinstein and Mary Habstritt's place at Croton-on-Hudson, N.Y. on Sept. 19. The chapter held its annual Great Falls Symposium on IA of the N.Y.-N.J. area on Oct. 24 at

the Rogers Locomotive Storage Building in Paterson, N.J. This was the chapter's third year in the storage building (prior conferences had been held in the high school, and before that at Drew University for many years). Tours held this fall have included Lake Hopatcong to walk the Morris Canal Feeder, the Waterloo Valley Trail (also Morris Canal), and the abandoned site of the Edison Mines (Thomas Edison's failed scheme to concentrate low-grade iron ore in northern New Jersey).

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). ■

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CALENDAR

2016

Jan. 6-9: Society for Historical Archaeology Annual Conference, Washington, D.C. Info: www.sha.org.

Mar. 16-19: National Council on Public History Annual Conference, Baltimore, Md. Joint meeting with the Society for History in the Federal Government. Info: www.ncph.org.

Apr. 6-10: Society of Architectural Historians Annual Conference, Pasadena, Calif. Info: www.sah.org.

May 18-20: Iron & Steel Preservation Conference & Workshop, West Lafayette, Ind. Repair, rehabilitation, and restoration of metals. Info: Vern Mesler, meslerv@gmail.com; (517) 614-9868.

May 25-29: Railway & Locomotive Historical Society Annual Meeting, Moscow, Idaho. Info: www.rlhs.org.

May 26-29: Construction History Society of America, 5th Biennial Meeting, Austin, Texas. Info: www.chsa-5thbiennial.org.

June 2-5: SIA 45th ANNUAL CONFERENCE, KANSAS CITY, MO. See article in this issue. Info: www.sia-web.org.

June 11-14: Mining History Assn. Annual Meeting, Virginia City and Gold Hill, Nev. Info: www.mininghistory-association.org.

June 16-19: 6th International Early Railways Conference, Newcastle-upon-Tyne, England, U.K. Info: www.earlyrailways.org.uk.

June 22-26: Society for the History of Technology (SHOT) Annual Conference, Singapore. Info: www.historyoftechnology.org. ■