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HUTTON BRICK WORKS, KINGSTON, N.Y. THREATENED

The future for a rare surviving example of a type of industrial operation once common along the Hudson River is in question pending the outcome of development plans for the site. The surviving structures of the Hutton Company Brick Works in Kingston, N.Y., including rare surviving kiln sheds, currently face the threat of demolition.

The Hutton brickyard operated near Kingston Point from 1865 until 1980, according to George V. Hutton who wrote about the operation in his book *The Great Hudson River Brick Industry*. The Hutton Company was founded as Cordts & Hutton by Prussian emigre John H. Cordts and William Hutton. Cordts' mansion, now listed in the National Register, still stands above the brickyard. In

1890 the company assumed the Hutton name solely. For more than a half-century the Hutton Company persevered through market instability, consolidations, and changing technology. The Hutton yard supplied brick throughout the Hudson Valley and New York City and to many large projects including Yankee Stadium. Bricks marked "HUTTON" are frequently encountered during New York City renovation and demolition projects today.

The Hutton Company was one of a dozen to resume production following World War II, during which regional brick works temporarily ceased operations. Although Hutton's business prospered in the post-war years, a number of factors including loss of key personnel and the need for drastic modernization of machinery led to the family's deci-

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Rob Yasinsac

Kiln sheds at the Hutton Brick Works, 2008.

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HUTTON BRICK WORKS (continued from page 1)

sion to exit the industry in the 1960s. The Jova Company of Roseton (downriver near Newburgh) acquired the Hutton yard in 1965, ending at 100 years the longest term of continuous ownership for a single yard on the Hudson River. Staples Brick, whose upriver Malden yard closed in 1958, acquired the Hutton site in 1970. In 1979, environmental regulation enacted by the N.Y. State Dept. of Conservation required Hutton to replace its antiquated scove kilns, a source of air pollution, with modern, expensive, tunnel kilns. Unable to afford the upgrade, Hutton closed instead.

The Hutton Company yard also includes three connected steel-frame kiln sheds originally erected in 1928 at the Excelsior brickyard in Haverstraw, N.Y. and moved to Hutton in 1940. Not only are the Hutton kiln sheds an iconic example of Hudson River industrial architecture, they are significant in their rarity in the region. Below Albany, at Coeymans, the Powell and Minnock Brick

Company was the last manufacturer of Hudson River brick until it closed in 2001. A marine salvage terminal opened at the P&M site but the new company demolished the kiln sheds, leaving the Hutton sheds as the only surviving examples of their type in the Hudson Valley region. The Hutton sheds also include rare remains of “scove” type kilns used to fire the brick; the only other known Hudson Valley scove kiln ruins stand at the Empire Brickyard in Stockport, N.Y.

Today boaters on the Hudson River and curiosity-seekers on foot may find a few occasional standing relics of the brick industry, primarily in Ulster County and north, although discarded brick itself can be found on the shores as far south as Croton and Haverstraw. Chimneys still mark the sites of the Shultz and Terry yards, just north of Hutton, and at Malden the ruins of several buildings remain from the Staples yard. Two brick buildings at Glasco, near Saugerties, attest to the Washburn yard. At Coeymans a brick building for coal storage was renovated by the new owners of the Powell and Minnock yard; a structure similar in appearance believed to have been a mule barn remains abandoned at the East Kingston Shultz yard. The Rivers and Estuaries Center at Dennings Point in Beacon incorporates former brickyard structures, although at least one brick building was demolished in that recent redevelopment project. A narrow-gauge claypit railroad bridge still spans the Metro-North Railroad tracks at the Brockway brick yard site in Fishkill.

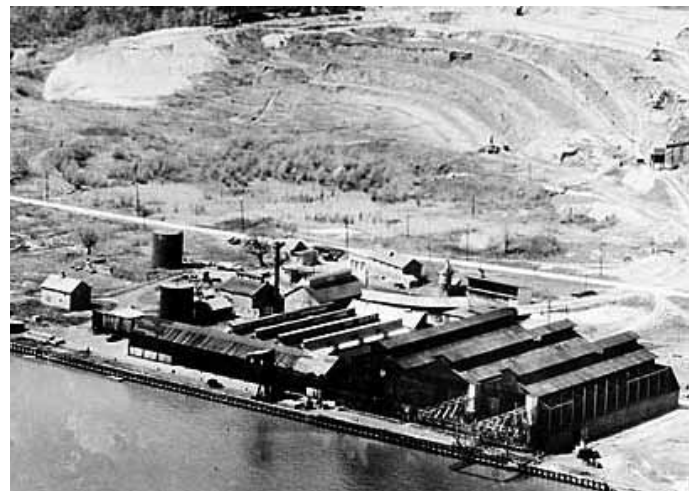
A restaurant operated at the Hutton site until the early 1990s. The buildings were subsequently abandoned and in 2002 the property was sold at auction. Development plans began in 2004 and now call for a 383-unit housing project called “Sailors Cove.” Plans call for removal of historic structures including a Lidgerwood crane, also the last such brickyard relic of its type on the Hudson River following the New York State-sponsored removal of a crane at the Staples yard in Malden in about 2004-05. According to the Draft Environmental Impact Statement for the project, the Hutton property has been determined eligible for

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

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

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The Hutton Company, 1948. The steel kiln sheds, erected in 1940 are visible at lower right.

Air Photos Associates Inc.

SIA 42nd Annual Conference

THE TWIN CITIES, SAINT PAUL AND MINNEAPOLIS

MAY 30–JUNE 2, 2013

The Twin Cities of Minneapolis and St. Paul, the first and second largest cities in Minnesota, will host SIA's 42nd annual meeting. The development of these cities is closely tied to the Mississippi River, which runs through both. St. Paul was a well-established trading center with an active riverboat landing and the beginnings of railways (Minnesota's first steam locomotive arrived there in 1861) by the mid-19th century. Minneapolis' St. Anthony Falls spurred sawmills and a flour milling industry that gave rise to industry giants Pillsbury and General Mills.

Tours of the greater metropolitan area will highlight such industrial heritage sites as the historic home of James J. Hill, the Empire Builder, who founded the Great Northern Railway; the family-owned and fully integrated Faribault Woolen Mill, established in 1865; Northfield Woodworking Machinery, making custom machinery since 1920; Mill Ruins Park and Mill City Museum in the St. Anthony Falls district; and the 1929 Ford Dam, which provided hydroelectric power to the recently abandoned Ford Motor Co. plant. A narrated riverboat cruise will allow attendees to view historic bridges, locks, forts, and mills from the water.

The conference hotel is the restored 1910 St. Paul Hotel, just across Rice Park from the 1915 Minnesota Club, site of the opening reception. The banquet will be in a most unusual venue—the Wabasha Street Caves. Originally hollowed out for silica mines, the caves were re-used for mushroom farming and cheese storage and then for the Castle Royale Night Club in the 1930s.

Brochures will be mailed to members in March and updates will be posted on the SIA website, www.siahq.org/conference/twincities/sia2013.html.

Film Night. The SIA invites submission of DVDs for a film night to be held at the Annual Conference in Minneapolis-St. Paul on Friday evening, May 31. DVDs



HAER MINN-27, Jet Lowe (1993)

Washburn "A" Mill, Minneapolis. View taken after the fire in 1991, looking northeast to the Mississippi River. The Mill City Museum is now located within the ruins of what was once the world's largest flourmill.

on IA-related subjects, historic and contemporary, are welcome. DVDs running no longer than 30 minutes are preferred. If you have a DVD that you would like to submit for consideration, please contact Bob Stewart, robert.stewart13@att.net; (860) 668-2928.

Student Travel Scholarships. The SIA awards travel scholarships to help full-time students and professionals with less than three years of full-time experience to offset some of the expenses of attending annual conferences. To apply, send a letter of interest demonstrating a commitment to IA and a letter of reference to Patrick Harshbarger, SIA Scholarships, 305 Rodman Rd., Wilmington, DE 19809; phsianews@aol.com. Deadline for applications is Mar. 31, 2013.

listing in the National Register of Historic Places as an industrial archeological district by the N.Y. State Historic Preservation Office.

The Hutton Company Brick Works remains the last nearly-intact assemblage of buildings from the Hudson River brick manufacturing industry, a prominent presence on the river for 350 years but now extinct. Although no machinery survives, the Hutton landscape and buildings still clearly express the brick-making process from the clay pits, through the plant and kilns to the riverside crane and

transport barges. The Hutton site presents the last chance to study and interpret an industry integral to the Hudson River Valley and is worthy of HAER-level documentation. The chance to preserve the Hutton site's kiln sheds, gantry crane, and associated brick buildings and integrate them into waterfront development is a unique opportunity that the City of Kingston and proponents and supporters of Hudson River Valley heritage should embrace.

Rob Yasinsac

IA in the Mohawk Valley

2012 FALL TOUR REVIEW

The SIA's 2012 Fall Tour was held in Utica, N.Y. and surrounding towns from October 18th to 20th. About 150 members attended, a truly exceptional turnout for a Fall Tour.

Thursday afternoon's Early Bird tour was to Brookfield Renewable Power Corp.'s **Trenton Falls hydroelectric plant** (HAER NY-33). Located in a dramatic gorge where West Canda Creek drops out of the Adirondack Mountains into the Mohawk Valley, about 20 miles north of Utica, the multiple drops of Trenton Falls attracted artists and visitors throughout the 19th century. Between 1899 and 1901 Utica Electric Light & Power, harnessed the falls by building a dam above the upper cataract and a 3,700-ft.-long, wood-stave penstock leading to a rusticated marble powerhouse at the mouth of the gorge. Inside, four 2,000-hp, vertical-shaft generating units converted flowing water into 4 MW of electricity. The 266-ft. head, unusually large by eastern standards, required use of the first American designed and built high-head reaction turbines, a variation of the Fourneyron outward-flow design manufactured by I.P. Morris in Philadelphia. A second wood-stave pipeline and three vertical-shaft Francis units, housed in a concrete addition at the upstream end of the powerhouse, increased plant capacity to 28 MW in 1917. SIA visitors walked down to the powerhouse (flood damage from 2011's Hurricane Irene rendered the access road unsuitable for buses), examined the 1901 section in detail, and got close enough to feel the heat and breeze emanating from the 1917 units. Our hosts then took us to the head of the gorge for a view of the upper falls, dam, and intake structures, and to a spot, about mid-way down the gorge, where old pipeline saddles provided a dramatic vantage point for views into the deep canyon. Throughout the visit Pat Malone, Mike Raber, and Bill Johnson, who had worked on HAER documentation of the

site with Tom Flagg and Gerry Weinstein during the 1980s, provided great insights and commentary.

The Trenton Falls visit was followed by a tour of **F.X. Matt Brewery**, makers of the Saranac line of craft beers, located less than a mile from the conference's downtown hotel, the Hotel Utica, constructed in 1912. The Matt family has been in the brewing industry since 1888, and Nick and Fred Matt currently head the brewery. The original 1903 bottling works now functions as a tourist center. Visitors are treated to a display that includes original bottles dating back to the brewery's early days, as well as a desk that once belonged to P.T. Barnum, valued at over one million dollars.

A tour of the brewery itself followed a brief orientation. The main brewhouse features two giant copper brew vats. They can produce 1,000 barrels, or nearly 32,000 gallons, per batch. In addition to its premium Saranac line the brewery also produces Utica Club, a long-time local favorite. It also does contract brewing for other brands. Check the label—that fancy New Amsterdam, Brooklyn, Edison, Dock Street or Lake Placid ale was probably brewed and bottled in Utica. Matt prides itself on having been the first brewer to produce beer legally following the repeal of Prohibition. The Utica Club name had been adopted during Prohibition to sell its line of soft drinks, which included root beer, ginger beer, and a "Shirley Temple" soda. After repeal, the Utica Club name was used for the brewery's regular alcoholic beverage, which is still sold under this name.

In 2008, a fire in the packaging department forced the brewery to close. Although they were brewing again the following week, they had to send the product to the High Falls Brewery in Rochester (makers of Genesee Beer) for bottling and canning until the destroyed equipment could be replaced.

Following the tour, visitors returned to the tourist center,



Matt Kierstead

American Alloy Steel.



Duncan Hay

Erie Canal Lock E18.

where each enjoyed two complimentary beers (in full-size servings, rather than the small sample cups generally used by breweries giving tours) and watched vintage Utica Club television commercials featuring the beer's famous talking steins, Schultz and Dooley, voiced by Jonathan Winters.

Thursday evening, the Opening Reception was held in the Crystal Ballroom of the Hotel Utica. Here, guests enjoyed meal-sized portions of food with a decidedly Italian flair, as well as beverages. SIA President Duncan Hay and Rachel Bliven of the Mohawk Valley Heritage Corridor Commission, both of whom also served as tour guides in the following days, spoke on the early development of both the city and the Mohawk Valley, including the Erie Canal. The region was once known as the "Breadbasket of the Revolution," due to the ample wheat crops which fed the Revolutionary soldiers. Later, full-flavored Herkimer County cheddar cheese became one of the area's main exports.

Friday Tour F1 (Utica). The Utica tour took us past many of the long-shuttered factories in the Mohawk Valley to visit four manufacturers that could serve as case studies in successfully adapting to technological, competitive, and economic change. Our first stop was at **Sturges Manufacturing Co.**, founded in 1909 as Utica Suspender Co. Over the years the firm added product lines including belts for women's bathing costumes and gun slings and troop ship berth straps during WWII. In the 1960s, the company adopted high-speed shuttleless needle looms that dramatically increased productivity. Nonetheless, Sturges, like many other U.S. manufacturing companies, lost sales to lower cost foreign suppliers. The company became a producer of engineered webbing products employing high-performance materials with exceptionally high tensile strength. Today, the 70 employees in this privately owned company manufacture products from Kevlar, polyester, cotton, nylon, and polypropylene yarns that are used in military, mountain climbing, construction, fire rescue, and safety applications. We observed this variety of webbing products being produced and tested.

Special Metals in New Hartford, our second stop, originated in 1952 as the metals division of Utica Drop Forge & Tool Co., which began manufacturing wrenches and pliers in 1895. The division's creation of a six-pound vacuum-melted ingot of Waspaloy, a nickel-based "superalloy" for high-temperature applications that was forged into a blade for a Pratt & Whitney J-48 jet aircraft engine, marked the starting point of the commercial vacuum metal industry for superalloys. Special Metals' current core business is the invention, development, and production of nickel and cobalt alloys. Special Metal states that it is one of three companies in the world that fabricate rotating components for jet engines. We observed several phases of the superalloy casting and refining process during the tour.

Our third stop was **TECT**, another descendent of Utica Drop Forge & Tool Co. TECT forges and machines high-bypass titanium fan blades and compressor blades for jet engines and steel blades for steam turbines. The company was an original manufacturer of components for GE's first

turbine engines. We were able to watch exotic aerospace alloys being forged and then milled to precise tolerances for use as jet engine turbine blades. TECT is currently manufacturing blades for engines powering the B-1 bomber as well as Boeing 737, Airbus, and Sukhoi Superjet 100 aircraft.

Our final stop on the tour was **ECR**, formerly known as Utica Radiator Co. The plant is located on the banks of what used to be the enlarged Erie Canal and uses a building that once was a cast-iron pipe foundry and another that once was a stable for the canal's mules and horses. During WWII, the company added hand grenades and titanium parts for the B-29 Superfortress to its product line. Now, this family-owned company designs and manufactures high-efficiency heating and air-conditioning systems. Its products include oil, natural gas, and propane-fueled steam and hot-water heating systems using cast iron, aluminum, and stainless-steel boilers as well as ductless air-conditioning systems. We were able to see home-heating systems being built on the assembly line and the capabilities of ECR's heating and air-conditioning systems being evaluated in its testing laboratory.

Friday Tour F2 (Rome). This tour took members some 16 miles northwest of Utica, to the "Copper City." Despite a steady rain that continued for most of the day, nothing seemed to dampen the spirits of the group.

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Trenton Falls hydroelectric plant.

Duncan Hay

The first stop was **Owl Wire & Cable**, a producer of bare and tin-plated copper wire and cables for industrial and utility applications. Owl was founded in 1954 in nearby Canastota and purchased early-20th-century machinery and leased a portion of the former Rome Cable plant in 2004 in order to manufacture large diameter multi-strand conductors. The process starts by drawing 5/16-in. copper rod into very fine wire through a succession of dies, annealing it, electro-plating it (if customers require), redrawing, then gathering multiple strands in to bunches and twisting bunches together into ever larger diameter cables. Wire drawing and cable manufacture in Rome started in 1883, and Revere Copper Products, one of the nation's oldest manufacturers, located its headquarters here in 1928.

The next stop was at **American Alloy Steel**, a plate steel wholesaler that offers a dizzying variety of carbon and stainless alloys to industrial users throughout the northeast. AAS operates out of a new facility, built on a portion of the old International Wire rod mill. Enormous sheets of steel, ranging from a quarter-inch to five inches thick, are cut into shapes here. The thickest 5-in. "military grade" is used primarily for armored tanks and related products.

After leaving the metal industries, the Rome tour group had a soggy lunch at **Fort Stanwix National Monument**. Originally built by the British during the French & Indian War, the site became an American stronghold during the Revolution; its forces holding out against a protracted siege in 1777. The fort was destroyed by fire in 1781 and by 1830 the city of Rome had grown over its remains. The city donated the land back to the federal government in 1963 for the purpose of rebuilding the fort. After years of archaeological excavations, the fort was reconstructed in the 1970s and opened to the public in 1976 under the auspices of the National Park Service.

Following lunch, the group headed another 18 miles northwest to McConnellsville for a tour of **Harden Furniture**. The Harden family started making furniture in this hamlet five generations ago in 1844. Today the

facility is fully integrated with its own sawmill, dry kilns, woodworking shop, assembly area, finishing and upholstery departments, and showroom. Harden's customers include government agencies and public figures, including President Obama, who recently commissioned a 16-ft. conference table for the White House's Roosevelt Room. Among the bits of interest picked up on this tour was a demonstration of how Harden "distresses" a piece in order to create the appearance of age. A variety of tools are used to create dents, holes, and bumps in the wood, providing "antiques made while you wait." Since all pieces are made to order, there is no customer deception. Apparently, some customers want the "antique look" without keeping a piece of furniture around for decades waiting for the effect to occur naturally. For those who missed the SIA event, Harden offers public factory tours every Tuesday at 10:00 am.

The final stop of the day was at **Meyda Tiffany**, maker of Tiffany-style lamps, shades, stained glass panels, and related items. Meyda's larger items are designed and built in this facility. Our tour guide, Max Cohen, explained that everything in the stock room has already been sold, but that items from the showroom area may be purchased onsite. Meyda serves a number of major clients, the largest being Applebee's, which features Meyda's work in every one of the restaurant chain's locations. Another major project by Meyda was the world's largest free-hanging LED chandelier, which was installed in Utica's Stanley Center for the Arts in April 2008. The 35-ft.-diameter chandelier is 17-ft. high and weighs 7,000 lbs. Eight steel trusses are required to support it. The chandelier also features an interior catwalk for service work. Surprisingly, the entire chandelier uses only about 1,120 watts, about the same as one drip coffeemaker. Not all of Meyda's work is of such a grand scale. Many of its products are for desktop use; in fact, several SIA visitors came out of the showroom with some beautiful keepsakes.

Friday Tour F3 (Little Falls). We started our tour to the canalside town of Little Falls with visits to two companies that started out in someone's garage. **Fiberdyne Labs**,



Matt Kierstead

Harden Furniture.



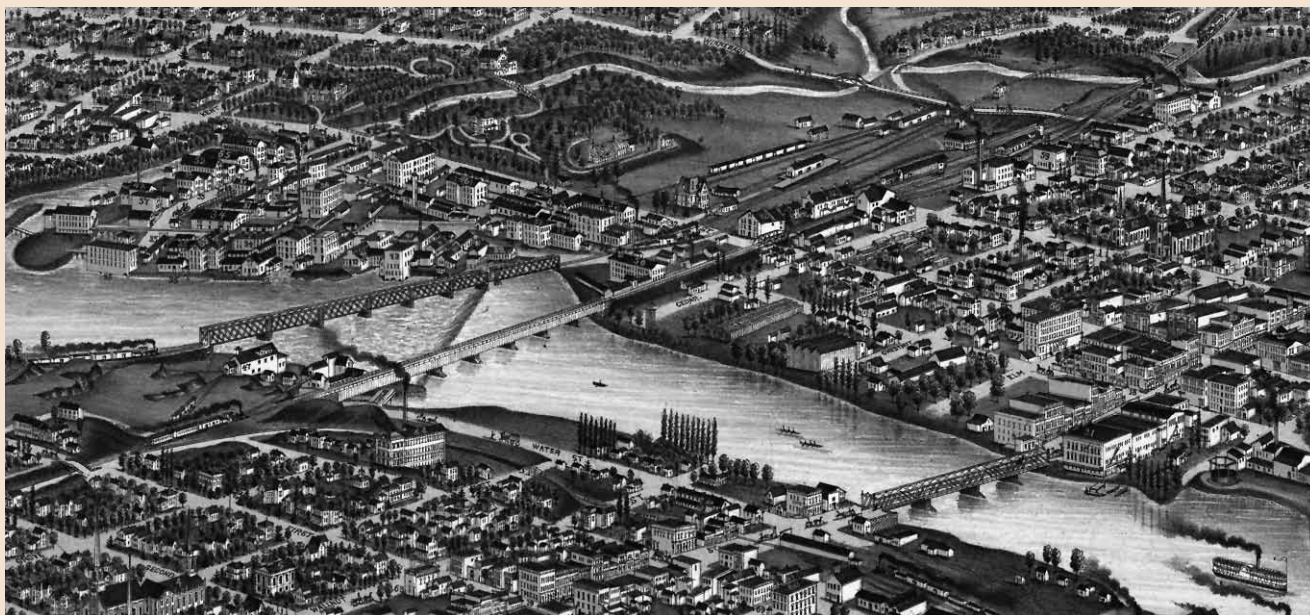
Meyda Tiffany.

2013 SIA Fall Tour

Rockford, Illinois, September 26–29

The SIA's 2013 Fall Tour will be at the midway point between Lake Michigan and the Mississippi River. Rockford, Ill., developed in the mid-19th century as a commercial and industrial center where furniture and farm-machinery manufacturing were fueled by waterpower from the Rock River. In the 20th century, Rockford became a major producer of machine tools, parts, fasteners, and controls for the aviation, automotive, and other industries. More recently, Lowe's and UPS have established major distribution centers in Rockford due to its strategic location. We will tour factories, power plants, and historic sites representing the breadth of Rockford's industrial heritage. Our Thursday early bird tour and open-

ing reception will be held at Midway Village, Rockford's main historical museum and living history center (www.midwayvillage.com). Our Saturday banquet will be held in the beautifully restored Coronado Performing Arts Center, an atmospheric style theater and movie palace that opened in 1927. We will have a behind-the-scenes tour of this historic, and now state-of-the-art, theater complex (www.coronadopac.org). Rockford is easily accessible by expressway, passenger train, or airline, including a direct bus between the conference hotel and O'Hare or Midway airports in Chicago. Brochures will be mailed to members in mid-summer and updates will be posted on the SIA website, www.siahq.org.



Detail from a Bird's Eye View of the City of Rockford, Ill., 1880. Beck & Paul Lithographers.

on the outskirts of Frankfort, is high-tech; **Kwik-Kut Manufacturing**, in nearby Mohawk, is comparatively low-tech. Fiberdyne has been in business for 20 years. It started out in fiber optics, wiring buildings to carry data and testing fiber-optic systems. Fiberdyne's owners expanded into LED technology, making a variety of signs, from the small "EZ Pass Paid" signs at the tollbooths on the N.Y. Thruway to the huge LED billboards that provide high-visibility advertising. In addition to building the panels, Fiberdyne writes the software that controls the changing images. Fiberdyne is very proud of the LED American flags on the Army Recruiting Center on Times Square in New York City. The flags show off the employees' expertise in custom-design work. The project took only 90 days to complete, from contract to installation. The new, bright LEDs on the flags

make the smaller sign on the front of the building (not a Fiberdyne sign) look so old and dated, that Fiberdyne is now making a replacement.

Kwik-Kut manufactures kitchen choppers. The company began in the 1920s and still produces the same line of kitchen cutters, a sharpened stainless steel ring with an aluminum handle. The metals come into the factory in rolls, already cut to the correct width. The strips of stainless steel are sharpened, cut to length, and curved into circles. The aluminum strips are cut into pieces that are shaped into handles, and riveted to the stainless cutting rings. In such a small company, employees work many stages of production, moving from one machine to another as needed. Even the owner, Mary Morse, works on the machines that form these

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tools. Every tool they make has the Kwik-Kut name stamped on it. They do not make tools for any other brand, not even celebrity chefs. Mary says that if Rachel Ray wants “her own” version of the cutter, she can come up to Mohawk and work the machines!

Our next tour was at another manufacturer of food-preparation equipment. **Feldmeier Equipment** makes items that are considerably larger than the Kwik-Kut product line. Feldmeier fabricates stainless-steel tanks used by food, cosmetic, and pharmaceutical manufacturers. The company traces its roots back to the 1880s, making milk cans, butter churns, and other products for the dairy industry. The tanks it makes now hold as much as 75,000 gallons. Feldmeier has made tanks for the manufacture of refried beans, ice cream, soups, yogurt, and many other foods. Some of these tanks are fitted with agitators, designed specifically to the requirements of the food to be processed. As different foods become popular, Feldmeier can adapt its designs to meet clients’ needs. At the moment, a popular trend is Greek yogurt, and we saw a number of tanks in production for that market. One of the most interesting steps in making a tank is the way the top is formed. A square piece of steel is put into a lathe and spun while a large brass ball pushes against the steel. It’s like a steel version of forming a pizza crust by tossing and stretching.

Our last stop of the day was at the **Iberdola Hardscrabble Wind (Turbine) Project**. The rain and fog were so thick by the time we arrived that all we could see of the nearest tower was the tip of a vane as it reached a low point. The turbine towers are 100m high, so we didn’t climb up to see the generators, settling instead for a presentation. There are 37 wind turbines, each of which can produce 2 MW. They have been online for just under two years. After the presentation, the manager and a technician answered questions. The public often thinks of wind farms as a locally produced and used energy source, but the Hardscrabble farm feeds power to the grid, just like any other commercial power

plant. A wind farm requires an extended start-up time and a heavy financial commitment for the construction of mock-up towers to test wind conditions, environmental impact research, and turbine construction and installation. Most of the turbines are on farmland and don’t seem to bother the cows.

Friday Tour F4 (Sharon Springs). Friday’s Sharon Springs tour consisted of four shop visits to small businesses specializing in casting, weaving, printing, and forging. The first stop was **AMT Castings** where precision castings of ferrous and non-ferrous metals are produced using the lost-wax process for the aerospace, automotive, electronic, firearm, and machine industries. The company was founded in 1966 on Long Island and moved to Sharon Springs in 1990. Our group walked step-by-step throughout the plant to observe all aspects of the process, from developing wax positives of the parts through casting, trimming, finishing, and quality control.

The second stop was **Thistle Hill Weavers** in Cherry Valley, where the group was greeted by Rabbit Goody, the proprietor, who is leading expert in all aspects of historical weaving, including its industrial development and the technological aspects of textile machinery. Thistle Hill is a small textile mill established by Goody that specializes in the reproduction of 17th through 19th-century fabrics that are woven on early 20th-century dobby and jacquard looms. Specialty pieces are also woven on hand looms. For over thirty years, Goody and her team have woven fabrics for drapery, upholstery, carpet, and costumes for use in museums, historic house restorations, and dozens of feature films. The tour included hands-on demonstrations of each machine in the plant, including winders, a warper, and several looms. The smell of oil, the sounds of the machines in operation, and the excellent demonstrations given by our hosts made the experience truly memorable.

Following the mill demonstration, the group visited downtown Sharon Springs for lunch at the Black Cat Café,



Gianfranco Archimede



Thistle Hill Weavers.

AMT Castings,



Adelphi Paper Hangings.

where the proprietor, Tony Daou, hosted us in the upstairs of his historic building and provided a fabulous lunch buffet. The village of Sharon Springs is a large National Register Historic District that includes 167 buildings reminiscent of the town's historic role as a spa resort between 1825 and 1941, thanks to its sulfur, magnesium, and chalybeate (iron salts) mineral springs. Sharon Springs hosted 10,000 visitors each summer at its peak in the 1880s, including members of the Vanderbilt family and Oscar Wilde. Since the 1990s, the town has been slowly resurrecting its unique history and looks toward a rebirth as a spa destination.

Adelphi Paper Hangings in Sharon was the next stop. Adelphi is an artisanal producer of historically accurate block-printed wallpapers for museums and historic institutions as well as for period designers and private clients. The company, founded in 1999, is operated by Chris Ohrstrom and Steve Larson. This unique workshop was established to ensure that the art and craft of traditional handmade wallpapers would survive and is reportedly the only com-

mercial production facility for block-printing historic papers in the U.S. Adelphi uses hand-printing methods, materials, and patterns that are based on exhaustive research into methods, materials, and styles employed from about 1720 to 1860. Skilled artisans demonstrated the entire process to our group, from background preparation to production of the pattern block (done offsite by a laser cutting process), pigment preparation, and finally the printing itself. While Larson demonstrated, he discussed how patterns and pigments are researched, and provided a lot of historic context surrounding this fascinating operation.

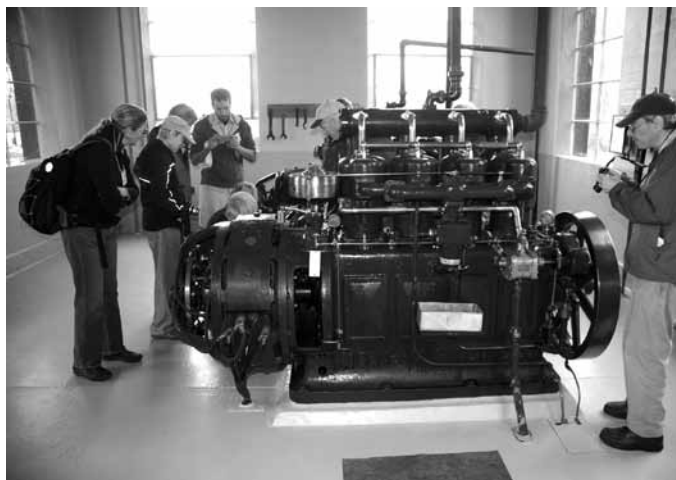
The last stop on the Sharon Springs tour was the **Mohawk Valley Forgeworks** in Ames where we met Michael McCarthy, owner and master blacksmith. McCarthy shared his in-depth knowledge of regional historic bloomery processes for small-scale iron production. McCarthy is a true artisan and master of historic metalwork who combines historic research and practical application as the foundation of his operation. Some of us have attended Ironmaster conferences in the past, where experimental industrial-archeological techniques are employed to smelt small batches of iron ore to understand historic production and technology. McCarthy does this as a matter of course in his operation. He also is regionally known for his designs and products that cover the gamut between historic recreations to contemporary, one-of-a-kind installations.

Saturday Tour (Erie Canal & Canalside Industries). The **Erie Canal** is legendary for its importance to our country's development. Construction started in Rome on July 4, 1817, and was completed in October 1825, opening the first navigable link between the Atlantic and upper Great Lakes. The Erie was America's most successful canal and has remained in continuous service, although it had to be enlarged several times to accommodate increasing freight traffic. The latest version, known as the Erie Barge Canal, was completed in 1918 and operates today, largely unaltered after nearly a century. By the mid-20th century, trains, automobiles, the interstate highway system, and finally the

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Erie Canal Lock 15, Fort Plain.



The powerhouse at Erie Canal Lock 15, Fort Plain

Report on the 15th International TICCIH Congress

Taipei, Taiwan, November 4–11, 2012

The 15th Congress of The International Committee for the Conservation of the Industrial Heritage (TICCIH) in Taipei, Taiwan was the first TICCIH Congress to be held anywhere in Asia. The venue was the National Taipei University of Technology (“Taipei Tech”). Nearly 170 participants attended from about 20 countries. While the largest number of participants were Taiwanese (even excluding the dozens of organizers), the second largest group attending were from mainland China (39 participants registered) and Japan (27 participants). Despite the distance, over 60 participants came from a dozen European countries. The western hemisphere was represented by three participants from Latin America, and two from the United States (TICCIH President Patrick Martin and Peter Stott, SIA’s TICCIH National Representative).

The five-day meeting included two tours, a pre-conference afternoon tour on the opening Sunday and a daylong mid-conference tour to sites in central Taiwan. Two days of paper sessions, introduced by keynote addresses from speakers from North America, Europe and Asia, included 90 papers organized in four concurrent sessions and two technical workshops. The formal Congress concluded with TICCIH’s General Assembly and a Farewell Party at the National Taiwan Museum. Post-conference tours explored the industrial heritage of northern and southern Taiwan.

The theme of the Congress was “Post-Colonialism and Reinterpretation of Industrial Heritage,” and, as at the Congress in Freiberg three years before (see *SIAN*, Fall 2009), the reuse of surplus state-owned or formerly state-owned industrial complexes, was an especially relevant

theme. A large part of Taiwan’s industrial heritage (railways, sugar, tobacco, wine and spirits, salt), a legacy of the Japanese colonization of the island between 1895 and 1945 and subsequently of state-run enterprises, had been losing its competitive edge as labor and land costs drove up the price of its exports. This process was accelerated when Taiwan, to meet the requirements of entry to the World Trade Organization about 2000, privatized its nationalized industries or opened them to greater competition. The whole process suddenly gave meaning to the hitherto western concept of heritage conservation. Between 2002 and 2009, the national Council on Cultural Affairs (CCA), formed in 1981, undertook a survey of state-owned industrial heritage, documenting 48 companies. “Regeneration business plans,” eco-museums, and a variety of conservation schemes followed. Five wineries were transformed into “cultural and creative industry parks,” one of which, the “Huashan 1914 Creative Park,” was the venue of the opening TICCIH reception and exhibit at the start of the meeting. In May 2012, just six months before the TICCIH Congress in Taipei, the Council of Cultural Affairs was reorganized as the new Ministry of Culture.

Since 2000, Taiwanese authorities have made significant efforts to follow international conservation practices, even while Taiwan has been excluded from most international standard-setting organizations, such as UNESCO or the International Council on Monuments and Sites (ICOMOS). Despite Taiwan’s absence from UNESCO and the World Heritage Convention, since 2002 the Council on Cultural Affairs has maintained a list of “Potential World

Peter Stott, all photos



Bathhouse at the Taipei Railway shops. Factory steam was piped into the center of the pool around which workers sat, prior to washing off at trough, left.



TICCIH Congress members at the roundhouse of the Changhua Railway Workshop.

Heritage Sites,” adopting the Convention’s criteria and practices. (Eighteen sites are currently on Taiwan’s List of “Potential World Heritage sites.”) TICCIH’s presence in Taiwan marks the first official acknowledgement by the international cultural community of Taiwan’s efforts in this direction, and both the new Ministry of Culture and Taipei’s municipal Office of Cultural Affairs welcomed the organization enthusiastically.

Pre-Conference Tour of Taipei, Sunday Nov. 4. The afternoon pre-conference tour was to two local Taipei industrial complexes: the **Taipei Railway Shops**, and the **Songshan Tobacco factory**, both about 2-3 miles distant at the eastern edge of the city. Formerly in the city center near the railroad station, the railway shops were relocated out of the city center in 1930-34 to a 46-acre complex that eventually became the largest railway production yard in East Asia. The shop complex was expanded in the 1960s, in part with U.S. technical and financial support. The facility includes a domed bathhouse, freeing the interior space of the need for support columns. Steam from the plant boilers was used to heat water in the bathhouse pools where employees could wash before going home. However, only a few months before our visit, railway operations had moved to a new site southwest of Taipei, and the future of the facility remains in doubt.

The Songshan Tobacco Factory, only a short distance away from the railway shops, and also along the main railway line, was built in 1940 to manufacture cigarettes. The plant’s design, based on older European concepts of an industrial village (combined with *feng shui* design principles), included dormitories, gathering and dining halls, public bathhouses, and other living spaces for staff in addition to a formal “Baroque Garden” at its center. Three years after the factory closed in 1998, it was named a municipal historic site. Renovated by the City in 2011, today the Songshan Cultural and Creative Park provides space for diversified cultural and creative exhibitions and the Taiwan

Design Museum.

Opening Sessions, Monday Nov. 5. All of the formal presentations took place in two buildings on the campus of the Taipei Tech, and the morning sessions opened with a welcome from the president of the university, as well as from the chiefs of the Ministry of Culture and the city’s Office of Cultural Affairs. The first of two keynote addresses was offered by Sir Neil Cossons, one of TICCIH’s founders, who used his topic, “Treasure or Trash,” to explore the choices nations make in the way they view industrial heritage. In the face of globalization, the preservation of a nation’s industrial heritage was a vivid expression of national identity. In the morning’s second keynote address, “Enlightening the Spirit of Industrial Heritage in Taiwan,” Prof. Chao-Ching Fu, professor at Taiwan’s National Cheng Kung University, suggested that conventional preservation of industrial heritage, as the Taiwanese government had undertaken since the late 1990s, still often failed to appreciate or protect the core values of the heritage. Maintaining that spirit, he thought, could contribute to the development of Taiwanese society as well as the built environment.

In both the Monday and Wednesday afternoon paper sessions, presentations were divided into four broad concurrent sections: Theory and Methodology; Planning and Design; Interpretation and Application; and Social and Economic Impacts. Both afternoons also included concurrent technical workshops. Monday’s workshop, led by Prof. Barry Gamble, principal author of the 2006 U.K. nomination of the Cornwall and the West Devon Mining Landscape, was a hands-on discussion of the process and practice of nominating an industrial heritage site to the World Heritage List. The case study for this exercise was Taiwan’s own Gold Ecological Park, already included as part of one of Taiwan’s “Potential World Heritage sites,” the Jinguashih Settlement about 20 miles east of Taipei in Ruifang District. The area was known for the discovery of gold in 1890, and

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Drummers welcome TICCIH at the Longshan Temple, Lukang



Patrick Martin, President of TICCIH (and SIA Executive Secretary), addresses participants.

gold had been mined there for much of the 20th century. Local authorities wanted to know whether in view of the industrial heritage of the site, additional criteria for World Heritage listing could be added. Gamble led the workshop through a systematic examination of World Heritage criteria and whether they could be represented by attributes (the physical features and values) present at the site. Although the workshop came to no definitive answer for the local authorities, the process clearly provided participants with an important new tool for thinking about the outstanding universal value of industrial heritage.

Mid-Congress Tour of Central Taiwan, Tuesday Nov. 6 Tuesday's tour was an opportunity to showcase heritage success stories in central Taiwan. The fleet of tour buses left not long after 8 am for the 100-mile drive south to Taichung (literally, "central Taiwan"), the third largest city on the island. First stop was the **Taichung Broadcasting Bureau** (1935), established by the Japanese as one of the first radio broadcasting studios on the island, now adaptively reused by an interior-design firm for exhibition space and a small broadcasting museum. A few minutes distant was the **Taichung Cultural and Creative Park**, a 1916 brewery converted to multiple uses, including a design center and the headquarters of Taiwan's Cultural Heritage Administration. The former "packaging material warehouse," now the Taichung Cultural Arts Center, became our luncheon venue. Among the welcoming addresses and reciprocating speeches of thanks was the presentation of a special award to the outgoing TICCIH Secretary, Stuart Smith, retiring after 20 years.

For the afternoon tours, conference participants had been given a choice of site visits, the former **Xihu Sugar Refinery** or the **Changhua Railway Workshop**. Sugarcane, grown on the island since its first settlement and exported by the Dutch in the early 17th century, had become Taiwan's leading export in the 20th century after mechanization of the industry by the Japanese. At its peak, there were over fifty

refineries on the island. The changing economy over the last half-century has closed down almost all, but several have found new life as tourist destinations. Xihu has the added benefit of a narrow-gauge cane railway.

The Changhua Railway Workshop, built in the 1920s, is the only roundhouse in Taiwan, and probably one of very few working roundhouses in the world that actively encourages tourist visits. After local protests to its threatened demolition, the workshop was declared an historic site in 2001, and, although most of the country's mainline passenger and freight service has been electrified, the Taiwan Railway Administration has continued to use the depot for scheduled maintenance of its diesel locomotives and to house its few steam locomotives.

The day concluded with the formal Congress banquet in the former historic **port city of Lukang**. Before harbor silting had cost the city most of its trade, Lukang had been the chief port on the Taiwan Strait facing mainland China, and the banquet venue, the ornately carved historic Longshan Temple, was the legacy of that era. Conference participants were welcomed to the temple with an impressive drum performance, followed by the traditional tea ceremony and banquet.

Paper Sessions, Wednesday Nov. 7 TICCIH President Patrick Martin led the morning keynote addresses with a moving memory of Marie Nisser (1937-2011), the Swedish co-founder of TICCIH and for a long time its president and an active board member. Martin also took the occasion to introduce TICCIH's newly published guide to industrial heritage conservation, *Industrial Heritage Retooled*, edited by TICCIH newsletter editor James Douet and published with the support of the J.M. Kaplan Fund. (The new guide can be purchased from the TICCIH web site, <http://www.ticcih.org/>).

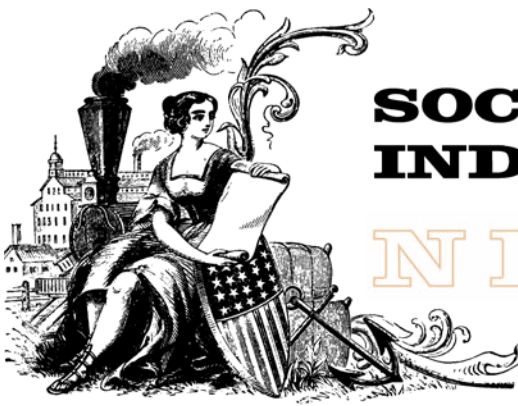
In the second keynote, Prof. Takashi Itoh of Nihon University, and president of the Japan Industrial Archaeology Society, reviewed the history of industrial heritage conservation in Japan, including a close look at the legal protection afforded to heritage by Japanese law.

The afternoon technical workshop, "Digitizing Heritage," was led by Miles Oglethorp and David Fleetwood of Historic Scotland and Miriam McDonald of the Royal Commission on the Ancient and Historical Monuments of Scotland. The subject was an online inventory of industrial heritage being developed by Historic Scotland and the TICCIH Section for hydroelectricity and the electrochemical industry. The speakers recognized the overarching importance of "knowing what is out there," and therefore of systematic resource inventories. Based on work already being done on an online database of hydroelectric facilities (chiefly in Norway), the workshop leaders proposed that TICCIH conduct an international inventory of industrial heritage, TICCIH section by TICCIH section, replacing the original TICCIH Inventory that had been on its website until recently. The workshop reviewed some of the data fields being proposed



Songshan Tobacco Factory powerhouse.

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SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

PUBLICATIONS OF INTEREST

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COMPILED BY

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GENERAL INTEREST

- ◆ Ronda Kaysen. **Brooklyn's Industrial Space Retools for New Era.** *NY Times* (Sept. 25, 2012). The City of New York and private developers partner to redevelop 15-million-sq.-ft. of commercial real estate as flexible manufacturing space in the area of what is now known as Sunset Park. Many of the properties in question were built as part of the Brooklyn Army Terminal and nearby warehouses (tour site—SIA Annual Conference, Brooklyn, 2002).
- ◆ Kenneth Quickenden, Sally Baggott and Malcolm Dick, eds. **Matthew Boulton: Enterprising Industrialist of the Enlightenment.** Ashgate 2013. 312 pp. \$112. Boulton's factories placed Birmingham at the center of the Industrial Revolution, although he is often overshadowed by his association with James Watt. Collection of essays explores the current scholarship on Boulton from historical and archeological perspectives.
- ◆ Ronald Roy Seagrave. **The Early Artisans & Mechanics of Petersburg, Virginia, 1607-1860 : The Building of a Multi-Cultural Maritime Community.** Outskirts Pr., 2009. 554 pp., illus. \$49.95. Examines the story of Petersburg through the records of those who built it. Enlightening stories and backgrounds of carpenters, bricklayers, coopers, shoemakers, silversmiths, cabinetmakers, gunsmiths, publishers, bookbinders, gleaned from newspapers, periodicals, private letters, and public records.
- ◆ Stephan M. Koenig. **Lost Railroads of Western New York Volume 2: The Lehigh Valley from Depew to Niagara Falls.** South Platte Pr., 2012. 112 pp., illus. \$24.95. Documents the remnants of the LVRR in the Niagara area through photographs and maps.
- ◆ Theodore Kornweibel, Jr. **Railroads in the African American Experience: A Photographic Journey.** Johns Hopkins Univ. Pr., 2010. 557 pp., illus. \$40. A wide-ranging book exploring this important facet of America's railroading story. Rev.: *T&C* (Apr. 2011), pp. 399-400.
- ◆ Albert M. Langley, Jr. **Southern Railway System: A History of "The Premier Carrier of the South."** Union Station Books, 2011. 140 pp. \$35.95. First half is a history of the railway, from brief descriptions of the railroads that merged into the system in 1894 through its expansion and operation up to 1982. Second half is a selection of photographs, mostly representing the various locomotives and rolling stock. Rev: *NRHS Bulletin* (Winter 2012), p. 33.
- ◆ Scott J. Lothes and Marc A. Entze. **I've Never Ridden a Train Before: The Challenge of Steam Tourist Railroads in the American West.** *NRHS Bulletin* (Fall 2011), pp. 4-41. The challenges of interpreting railroad history to a general public that now often takes its first-ever train ride on a steam tourist railroad. Includes overview of operating steam tourist railroads.
- ◆ Debabani Majumdar. **Steam Train to Return to London Underground.** *BBC London News* (Oct. 24, 2012). The 150th anniversary of the first London Tube journey is being celebrated with a steam excursion led by the restored Met Locomotive No. 1, built in 1898, pulling several restored carriages, including the oldest surviving, which was built in 1892. Details of the celebration and preservation of the locomotive and carriages.
- ◆ Stephen A. McEvoy. **Classic Railway Signal Tower: New Haven RR S.S. 44.** Connecticut Chapter NRHS, 2008. \$45. Skillful combination of technical descriptions and interesting tower stories.
- ◆ **Railway Museum Quarterly/Trainline.** No. 9 (Summer 2012) includes Ted Kornweibel, *Jim Crow Cars and Railroad Museums* (a discussion of issues surrounding interpretation and restoration of segregated cars, and a list of ones surviving in museums). No. 10 (Fall 2012) includes Jeff Hakner, *All About Electric Motors and Insulation* (experience with traction motors at the Shore Line Trolley Museum); Dennis D'Alessandro, *Restoring D&RGW Drop Bottom Gondola #871* (108-year-old wooden gondola at the Durango RR Historical Society);

RAILROADS

- ◆ Matthew Biddle. **Old Photo Album: The Erie Railroad in Chautauqua and Cattaraugus Counties.** *Western New York Heritage* (Fall 2012), pp. 44-51. Diverse collection of historic images documents the local history of the Erie.
- ◆ Herbert Harwood, Jr. **The Railroad That Never Was: Vanderbilt, Morgan and the South Pennsylvania Railroad.** Indiana Univ. Pr., 2010. 184 pp. \$42. The conception of the South Pennsylvania as a competitor to the Pennsylvania RR, the construction of its roadbed and the difficulties of surmounting the Allegheny Mts., its failure, and the conversion of its roadbed into the Pennsylvania Turnpike. Rev: *NRHS Bulletin* (Fall 2011), p. 42.
- ◆ Hubert H. Jewell, Jr. **Working on the Richmond, Fredericksburg & Potomac Railroad.** RF&P RR Historical Society (www.rfandp.org/companystore), 2010. 126 pp. \$25 ppd. Collection of author's remembrances, covering work on the RF&P from 1941 to 1964. Rev: *NRHS Bulletin* (Winter 2012), p. 31.

Aaron Isaacs, *West from Winnipeg* (review of the Prairie Dog Central, Saskatchewan Ry. Museum, and Nelson Tramway).

- ◆ Dave Riehle. **The Little Engine That Did: The "Iron Walker" and Its Inaugural Run.** *Ramsey County History* (Ramsey County Historical Society, 75 W. Fifth St., St Paul, MN 55102), v. 47, no. 2 (Summer 2012), pp. 22-27. The first run of the *William Crooks*, Minnesota's first locomotive.
- ◆ Jay Srinivasan. **Creative Transformation of Former Maintenance Facility to Transit Police Headquarters.** *Mass Transit* (Sept. 18, 2012); www.masstransitmag.com. The Monroe Shops building at Illinois Station in South Dallas, Tex., was built in 1914 for the Texas Interurban Ry. and converted into a paper mill in 1948 after the railway closed. Article describes the historic preservation project to adapt the shops for use as a police headquarters for the Dallas Area Rapid Transit. The lobby features a restored trolley.
- ◆ Roger Straus III. **America's Great Railroad Stations.** Viking Studio, 2011. 236 pp., photos. \$40. Features 41 stations in coffee-table style book. Rev: *NRHS Bulletin* (Winter 2012), p. 32.
- ◆ J.D. Summer. **Group Joins Campaign to Save Depot.** *Albany (Ga.) Herald* (Oct. 27, 2012). Brief article discusses Georgia Trust's advocacy for the Tift Depot in Albany, built in 1857 and one of only five antebellum depots surviving in the state. The depot, in unstable structural condition, is currently used as a warehouse.
- ◆ Dick Ullery. **Lanterns and Lamps on the East Broad Top Railroad.** *Timber Transfer* Vol. 25, No. 3 (Winter 2011), pp. 6-13. A variety of handheld lighting and signaling devices used from 1874 to 1945. *Timber Transfer* is a publication of the Friends of the EBT, www.febt.org.
- ◆ Thornton Waite. **Fairs and Railroads: Railroads at World's Fairs, Expositions and Railroad Fairs.** Pictorial Histories Pub., 2010. 214 pp. illus. \$29.95. Heavily illustrated history of railroads at fairs from the Centennial Exposition (Philadelphia, 1876) to Railfair '99 (Sacramento). Rev: *NRHS Bulletin* (Fall 2011), p. 43.

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With Thanks.

AERONAUTICS & AEROSPACE

- ◆ Jayne Aaron. **Historical and Architectural Overview of Aircraft Hangars of the Reserves and National Guard Installations from World War I through the Cold War (Project 09-431).** 2011. Explores the history of aviation and hangar development in the Reserves and National Guard, and provides a framework and apparatus that the National Guard and Reserves can utilize in the National Register eligibility process. Full report at: www.denix.osd.mil/cr/, search on "aircraft hangars."
- ◆ Wayne Crenshaw. **Military Notebook: Air Force Retires Last C-130E.** *Macon (Ga.) Telegraph* (May 12, 2012). The last operational C-130E transport aircraft was retired at Little Rock Air Force Base, Ark. It will be placed on static display at Edwards Air Force Base, Calif.
- ◆ Ama Shira Teitel. **The Engineer as Astronaut.** *Timeline* (Oct./Dec. 2012), pp. 24-33. Neil Armstrong brought a strong engineering background when he joined NASA in 1962. Best known as a test pilot, he'd also studied engineering at Purdue Univ. and worked closely with U.S. Air Force flight researchers.
- ◆ Bob Self. **1929 Ford Tri-Motor Takes First Coast Fliers Back in Time.** *Florida Times Union* (Mar. 16, 2012). Herlong Recreational Airport in Jacksonville is working to develop a vintage aircraft program.

AUTOMOBILES & HIGHWAYS

- ◆ Dick Callaway. **The Brockway Story: On the 100th Anniversary of the Brockway Motor Company.** *American Truck Historical Society Wheels of Time*, Vol. 33, No. 6 (Nov./ Dec. 2012), pp. 26-37. Brockway had its roots in the carriage-building trade, moving into motor wagons in 1912. The Cortland N.Y. firm was one of the longest-surviving examples of the once-common practice of building "assembled trucks" to order from commercially available components. Conservatively designed, Brockway trucks enjoyed an enviable reputation for reliability and durability, and fleet customers often standardized on them in preference to less-expensive, more common alternatives. By the mid-1950s, the few remaining smaller truck makers were dying or selling out and Brockway was sold to Mack Trucks. Although the subsidiary continued to prosper into the early 1970s, the combination of economic disturbances and environmental regulations in the wake of the oil embargo drastically affected all truck manufacturers. In light of the greatly reduced market for heavy trucks, Mack management came to regard Brockway as a competitor, and a four-month wildcat strike in early 1977 offered the final justification for pulling the plug.
- ◆ Eric Jaffe. **The King's Best Highway: The Lost History of the Boston Post Road, the Route That Made America.** Scribner, 2010. 336 pp. \$27.50. A look at American history using the Boston Post Road, a system of over-land routes between New York City and Boston, as the jumping-off point.
- ◆ **Legendary Car Designer and Racer Carroll Shelby Dies Aged 89 after Five Decades at the Top of Motorsport.** *Daily Mail* (May 12, 2012), www.dailymail.co.uk. Profiles the life and career of Shelby and his impact on "muscle car" design, notably the Ford Mustang and Chrysler Viper.
- ◆ Sara Mascia. **Lime Rock Park: Road Racing Center of the East and National Register District.** *RPPN Bulletin* (Spring 2011), pp. 31-33. Opened in Connecticut in 1957, Lime Rock was the first automobile racetrack to be scientifically designed and engineered for both recreation and safety.

- ◆ Mary E. McCahon (SIA), Larry Sutherland, and Steven Shaup. **Design and Management of Historic Roads**. National Cooperative Highway Research Program, 2012. Web-only Document 189. http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_W189.pdf. This report states that there is inherent flexibility under existing programs and legislation that allows for the adjustment of design elements for historic roads if the circumstances of the project warrant it. The report also encourages ongoing understanding between transportation engineers and preservationists, including a mutual respect for each other's professional judgment and underlying goals.

WATER TRANSPORT

- ◆ Larrie D. Ferreiro. **The Social History of the Bulbous Bow**. *T&C*, Vol. 52, No. 2 (Apr. 2011), pp. 335-59. The technological development of the underwater bulb that projects from the bow of most modern ships and partially cancels out waves formed by the bow. Its history can be traced back to rams mounted to the front of ancient warships, but its significance in reducing resistance and improving efficiency wasn't recognized until the early 20th century.
- ◆ Mark Fooks. **Vietnam Stevedores 1968**. *The Veteran* (Fall 2012), pp. 38, 40. Former Army stevedore recounts working the docks outside Saigon with the 71st Transportation Battalion.
- ◆ Michael Graczyk. **17th Century Shipwreck to Be Freeze-Dried, Rebuilt**. *Atlanta Journal-Constitution* (Aug. 15, 2012). Efforts by Texas A&M University's Center for Maritime Archaeology & Conservation to preserve hundreds of oak and pine timbers and planks salvaged from La Salle's 54.5-ft. ship of exploration, *La Belle*, which sank off the coast of Texas in 1686.
- ◆ Don Leggett. **Spectacle and Witnessing: Construction Readings of Charles Parsons's Marine Turbine**. *T&C*, Vol. 52, No. 2 (Apr. 2011), pp. 287-309. Development of the marine steam turbine and the critical role that expert witnesses played in popularizing the technology following a test trial in 1897.
- ◆ Vivian Yee. **Aboard a Tug, All Is Quiet but the Churn of the Motor**. *NY Times* (Aug. 20, 2012). Modern-day life aboard the *Ellen McAllister*, a New York Harbor tug.

WATER SUPPLY & CONTROL

- ◆ Martha A. Hendrickson. **The Montebello Water Filtration Plant I, Clean Water for City & Suburb Alike**. *History Trails of Baltimore County*, Vol. 43, Nos. 3-4 (Summer 2012), pp. 1-20. History of water conditions in Baltimore, and the events leading up to the planning, design, and construction of the region's first filtration plant. Montebello set a new technological standard for large urban filtration plants. Info: www.hsobc.org.
- ◆ Michael Kimmelman. **River of Hope in the Bronx**. *NY Times* (July 22, 2012). Although the emphasis is on the parks built along the Bronx River in recent years, this feature also discusses how to balance continued industrial uses with recreation on the waterfront.
- ◆ Rob Pavey. **Savannah River's Oldest Dam Could Need Repairs Soon**. *Augusta (Ga.) Chronicle* (Aug. 22, 2012). Built in 1875, the Augusta Diversion Dam supplies water to the three-tier Augusta Canal that powered the city's textile mills and now supplies the city's drinking water. Repairs threaten the dam's historic integrity due to licensing requirements for a fish ladder.

LUMBER & PAPER

- ◆ John Bidwell. **American Paper Mills, 1690-1832: A Directory of the Paper Trade with Notes on Products, Watermarks, Distribution Methods, and Manufacturing Techniques**. Dartmouth College Pr./American Antiquarian Society, 2013. 408 pp., illus. \$150. Unprecedented in size and scope, this directory describes more than 500 paper mills on the basis of archival sources and watermark evidence. It traces economic developments and technological changes in the American paper trade from the colonial period to the industrial era.
- ◆ Ken Peterson. **Ransom Powell and the Tragedy of White Earth**. *Minnesota History*, Vol. 63, No. 3 (Fall 2012), pp. 88-101. How a Minneapolis attorney's manipulations helped to take valuable timberlands from members of the Minnesota Chippewa Tribe of the 750,000-acre White Earth Reservation.
- ◆ Tim I. Purdy. **Red River: The Early Years and Red River: The Glory Years**. Lahontan Images, 2011 and 2012 (lahontan@citlink.net). Each 136 pp. \$24.95. Story of the Red River Lumber Co. founded in 1880 in Akeley, Minn., by Thomas Barlow Walker, who was one of the richest men in the U.S. when he died in 1928. He was foresighted enough to close down Minnesota operations before the timber played out and concentrated exclusively on California mills and timberlands by 1915.

AGRICULTURE & FOOD PROCESSING

- ◆ John Krampner. **Creamy and Crunchy: An Informal History of Peanut Butter, the All-American Food**. Columbia Univ. Pr., 2012. 320 pp., illus. \$27.95. A comprehensive and entertaining history of peanut butter's development and integration into the American diet. Richly illustrated, the book is a mix of interviews, research, travels in the peanut-growing regions of the South, and personal histories and recipes, focusing on the manufacture of the food from the 1890s to the present, while also covering its cultural, nutritional, and even molecular evolution.
- ◆ Mark Kurlansky. **Birdseye: The Adventures of a Curious Man**. Doubleday, 2012. 251 pp., illus. \$25.95. Biography of Clarence Birdseye, the inventive mind behind a system of packing fresh food into waxed cardboard boxes and flash-freezing under high pressure. Goldman-Sachs and the Postum Co. (later General Foods Corp.) bought the Birdseye patents in 1929 for \$22 million and began selling the product under the brand name Birds Eye Frosted Foods. Rev.: *NY Times Book Review* (July 8, 2012), p. 13.
- ◆ Steve Plattner. **With the Grain: Buffalo's Silo City**. Self-published. \$116.95. (Avail: Blurb Books, www.blurb.com), 122 pp. Coffee table book on the grain elevators of Buffalo, N.Y. (tour site—1992 SIA Annual Conference).
- ◆ Andrew F. Smith. **Drinking History: Fifteen Turning Points in the Making of American Beverages**. Columbia Univ. Pr., 2012. 336 pp. \$29.95. A companion to the author's *Eating History: Thirty Turning Points in the Making of American Cuisine*, this volume recounts the individuals, ingredients, corporations, controversies, and myriad events responsible for America's diverse and complex beverage scene. He revisits the country's major historical moments: colonization, the American Revolution, the Whiskey Rebellion, the temperance movement, Prohibition and repeal, and he tracks the growth of the American beverage industry throughout the world.

POWER GENERATION

- ◆ **Old Mill News**, Vol. 40, No. 4 (Fall 2012) includes Sandy Jones Birkland, *Replica Russian Windmill Gifted to Fort Ross* (39-ft.-tall log-framed post windmill at state park in Northern California commemorates early 19th century Russian settlement); Chris Anders, *A Rebirth of Brightwell's Mill* (restoration in Amherst County, Va.); and Gary Allen, *Allen's LeSueur Mill—Notasulga, Alabama* (history and restoration efforts).
- ◆ Franklin F. Webb and Ricky L. Cox. **The Water-powered Mills of Floyd County, Virginia: Illustrated Histories, 1770-2010.** McFarland & Co., 2012. \$55. History of milling in an Appalachian county and 140 site histories. Rev.: OMN (Fall 2012), p. 24.
- ◆ **Windmillers' Gazette**, Vol. 32, No. 1 (Winter 2013) includes T. Lindsay Baker, *Dinner at the Plant: Winter-season Company Gatherings at Windmill Factories* and *A Close Look at the Star Model 24 Windmill* (mills produced by the Flint & Walling Mfg. Co. of Kendallville, Ind.). Also, Christopher Gills, *Danish Wind Industry Captured on Stamps*. Quarterly, \$20/yr. Avail: Box 507, Rio Vista, TX 76093.

BRIDGES

- ◆ **Covered Bridge Topics**, Vol. 71, No. 1 (Winter 2013) includes Ole Haldorson, *Oregon Bridge Builder: An Interview* (worked on the construction of many covered bridges in Lane County from 1938 to 1975) and Bill Caswell, *Covered Bridges in Hawaii* (evidence for at least 7 bridges).
- ◆ David W. Dunlap. **Less Bronx-Whitestone Bridge Yielded More Stability During Hurricane Sandy.** *NY Times* (Jan. 4, 2013). City Room, Blogs (<http://cityroom.blogs.nytimes.com>). In 1946, more than 6,000 tons of stiffening trusses were added to the Bronx-Whitestone suspension bridge in the wake of the Tacoma Narrows disaster. In 2004, these trusses were determined to be doing more harm than good, overstressing the bridge due to the added weight. Engineers removed the trusses and added fiberglass fairings to deflect the wind.
- ◆ Fouad Jaber. **State Pioneers in Concrete Bridges: Nebraska Bridges Evolve from 1900s to 2000s ... and Beyond.** *Aspire: The Concrete Bridge Magazine* (Summer 2012), pp. 42-44. Brief overview of Nebraska Department of Roads' concrete-bridge designs highlighting "jointless" bridges of the 1930s and 1940s, I-girder series of 1990s, and more recent technologies including full-width precast-concrete decks and large-diameter strands in prestressed-concrete girder applications.

BUILDINGS & STRUCTURES

- ◆ Mark Binelli. **'I Came to See the End of the World!'** *NY Times Magazine* (Nov. 11, 2012), pp. 58-59. Essay on the phenomenon of Detroit ruins as tourism draw, i.e. "ruin porn."
- ◆ Janet Ore. **Mobile Home Syndrome: Engineered Woods and the Making of a New Domestic Ecology in the Post-World War II Era.** *T&C*, Vol. 52, No. 2 (Apr. 2011), pp. 260-86. Survey of medical conditions associated with living in mobile homes built with ubiquitous particleboard and plywood off-gassing formaldehyde.
- ◆ Thomas E. Rinaldi. **New York Neon.** Norton, 2012. 192 pp. illus. \$26.95. Photographs of more than 200 surviving early to mid-20th-c. signs, identifying them by location and providing information on their manufacture, date of creation, and the businesses that commissioned them.
- ◆ Siobhan Roberts. **Wind Wizard: Alan G. Davenport and the Art of Wind Engineering.** Princeton Univ. Pr., 2012. 288 pp. \$29.95. Biography of a pioneer in the study of how wind

affects structures. Davenport established the first "boundary layer" wind tunnel to study how the atmosphere at the earth's surface affected civil engineering structures. He increased the wind-worthiness of New York's World Trade Center, the Golden Gate Bridge, and the Sears Tower among other towering structures.

MINES & MINING

- ◆ Bob Allen. **Finksburg Resident Digs Deep to Unearth Mining History at Soldiers Delight.** *Baltimore Sun* (Nov. 5, 2012). Johnny Johnson offers tours of the abandoned chromium mines at Soldiers Delight Natural Environmental Area, which is part of the Patapsco Valley State Park System. Mining began in the 1830s for chromium for use as a pigment in yellow paint.
- ◆ Owen Fletcher. **Bid to Give New Life to a Dock That Had Its Day.** *WSJ* (Nov. 20, 2012), p. A6. As demolition begins on the 1916 iron-ore dock in Ashland, Wis., reviews history and efforts to preserve it (see article elsewhere in this issue).
- ◆ Ronald M. James. **Virginia City: Secrets of a Western Past.** Univ. of Neb. Pr., 2012. 176 pp. \$16.95. History of the famous Nevada mining town, told from the perspective of public history and archeology.
- ◆ John Lane and Susan Layman. **South Pass City and the Sweetwater Mines.** Arcadia, 2012. 127 pp., illus. \$21.99. History of Wyoming's first gold rush of 1868 and the mines and mining towns it created.

ARMS & AMMUNITION

- ◆ Julia Keller. **Mr. Gatling's Terrible Marvel: The Gun That Changed Everything and the Misunderstood Genius Who Invented It.** Viking, 2008. 294 pp. \$25.95. Biography of Gatling examines his background and why he was convinced that his weapons and discoveries would reduce the likelihood of war. Rev.: *T&C* (Apr. 2011), pp. 397-99.
- ◆ Darrell Lewis. **Partnership Breathes New Life into Historic Nike Hercules Missile Site.** *RPPN Bulletin* (Spring 2011). Local preservation groups and the U.S. Army are working together to preserve the 1957-58 Nike Site Summit, a missile launch, storage area, battery control area, and barracks outside Anchorage, Alaska.

ABBREVIATIONS:

OMN	= <i>Old Mill News</i> , published by the Society for the Preservation of Old Mills (SPOOM)
NRHS	= National Ry. Historical Society
RPPN Bulletin	= <i>Recent Past Preservation Network Bulletin</i>
T&C	= <i>Technology & Culture</i> , published by the Society for the History of Technology (SHOT)
Timeline	= published by the Ohio Historical Society, \$40/yr. Info: (614) 297-2315
WSJ	= <i>Wall Street Journal</i>

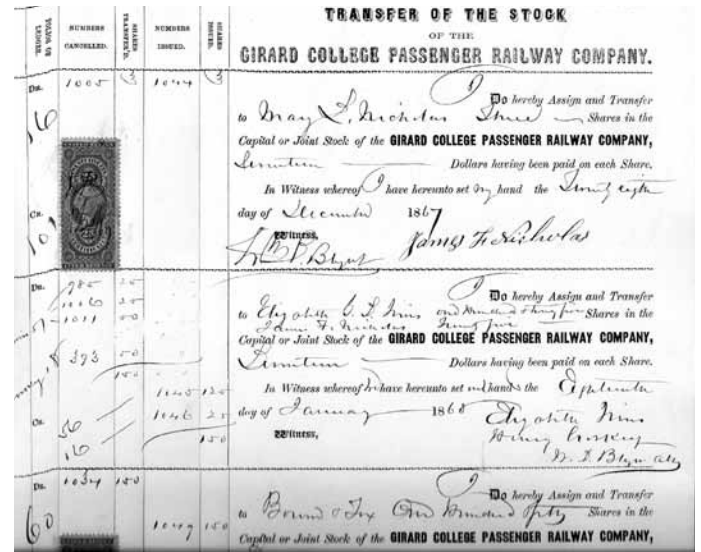
Publications of Interest is compiled from books and articles brought to our attention by you, the reader. SIA members are encouraged to send citations of new and recent books and articles, especially those in their own areas of interest and those obscure titles that may not be known to other SIA members.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

Street Railway Ledger of 1859 Found at Flea Market

Philadelphia has a rich history of street railways, but the remains of the city's 19th-century rolling stock, maintenance facilities, and tracks are, of course, scant, inaccessible, or only evident to a practiced eye (see *SIA* Summer 2007 for a report on the SIA Annual Conference in Philadelphia and a tour of trolley sites led by Joel Spivak). Sources of information regarding these enterprises are largely limited to documents. Although informative, some of the documentation is indirect, consisting, for example, of annual reports issued by government agencies. Some of the documentation generated internally by the railway companies themselves is preserved in libraries and museums. One stray document is the original stock-transfer ledger of the **Girard College Passenger Railway Co.** (GCPR), beginning in 1859 and ending in 1875, which was recently recovered by the author at a New Jersey flea market. Two pieces of related correspondence were also included.

The GCPR was chartered in 1858, and began operating along Ridge Avenue in March 1859. The author's inquiries to the Girard College library revealed no relationship between the railway and the college. The railway was so named, presumably, because Girard College (founded in 1848 and endowed by Philadelphia shipping and banking magnate Stephen Girard) was located along Ridge Avenue.

The state auditor's report of 1869 contains useful data regarding the GCPR. By that date, \$173,657 had been spent for construction. The line was 5.4 miles in length, beginning at 10th and Vine streets, and extended north-westward toward the Manayunk section of the city. The



Ledger entry recording a transfer of stock of the Girard College Passenger Ry. Co., Dec. 28, 1867.

gauge was 5 ft., 2 in., with 45-lb.-per-yard rail laid on white pine ties in gravel ballast. The company operated 25 first-class cars drawn by two horses, at an average purchase price (when new) of \$775 per car. Each car seated 24 passengers, and 212 trips were operated per day. The company owned 135 horses and one depot. The GCPR paid a dividend of \$2 per share in 1869 on an apparent annual profit of \$35,507.

(continued on page 19)

SIA Slate of Candidates—2013

The Nominations Committee is pleased to present the following *draft* slate of candidates for the 2013 election:

Secretary (3-year team) (3-year team) Vote for one	Justin Spivey
Treasurer (3-year team) Vote for one	Nanci Batchelor
Director (3-year team) Vote for two	Richard Anderson Ann Dichter Anthony Meadow Saul Tannenbaum
Nominations Committee (3-year team) Vote for one	Sean Gohman Lynn Rakos

SIA by-laws state that the Nominations Committee shall notify the membership of the proposed slate at least 70 days in advance of the Annual Business Meeting. **This is that notice; it is not a ballot.** Additional nominations may be made in writing over the signatures of no fewer than 12 members in good standing (dues paid for the 2013 calendar year) and delivered to the Nominations Committee chair at the address below no later than **Apr. 15, 2013**. Candidates must have given their consent to be nominated and must also be SIA members in good standing. Ballots, which will include a biographical sketch and photograph of each candidate, will be mailed in late April. Members must have paid their dues for the 2013 calendar year in order to vote.

The current Nominations Committee includes Kevin Pegram (*chair*), Susan Appel, Tim Mancl, and Jay McCauley (*ex officio*). Please direct all nominations and other correspondence to: SIA Nominations Committee, c/o Kevin Pegram, Chair, SIA Nominations Committee, 59 Continental Ave., Forest Hills, NY 11375; (718) 544-2846; pegram.kevin@gmail.com. ■

opening of the St. Lawrence Seaway in 1959, eroded the canal's commercial importance. Today, most of the traffic is pleasure vessels and cruise ships but you can sometimes spot tugs pushing barges loaded with turbine rotors, bridge trusses, materials-handling equipment, and other "project cargo" that is simply too big to ship by rail or road. The navigation season is May 1 through Nov. 15, barring unusual weather events like Hurricanes Irene and Lee that damaged locks and dams and took the eastern part of the system out of service for more than two months in 2011.

In order to keep the number of visitors at a level manageable for the various facilities, the tour group was divided into four buses. The buses had slightly different itineraries, but, with some minor exceptions, visited the same sites. The guided bus tour included an overview of the region, once known for its textile mills (the famous "Union suit" underwear originated here). Some of the former mill buildings now house sculpture studios.

Naturally, in terms of canal operations, locks were the featured attractions. **Lock 15**, stands next to the uppermost of the Mohawk River movable dams—distinctive structures that look like bridge trusses without roadways. Panels that can be lowered to raise water levels during the navigation season and hoisted out of the way to allow floodwaters and debris to pass in winter and spring are suspended from the trusses. Lock 15 and the next seven locks downstream to Schenectady were designed to be flooded, with a recognition that the Mohawk can turn nasty. In addition to the movable dams, each of these locks were equipped with gasoline-engine powered generating stations, located some distance above and away from the river, and the motors and switches that operated their valves and gates were placed in elevated concrete "cabins" at the four corners of the lock chamber. The adjacent village of Fort Plain is fascinating for its many examples of fine classic architecture, including an opera house with clock tower, a hotel, and a former undergarment mill. **Lock 17**, in Little Falls (often called "The

Town that Cheese Built") was, for many years, the tallest lift lock in the world until being surpassed about ten years ago in France, raising and lowering boats 41 ft. in a single chamber. E17 is the only "shaft lock" on the system, with a 150-ton downstream gate that is raised and lowered vertically, rather than swinging like conventional mitre gates.

Built before much of upstate New York was electrified, each of the Barge Canal's locks was provided with its own hydroelectric or gasoline-powered DC generating station. Most were dismantled after reliable "grid" power became available. **Lock 18**, between Little Falls and Herkimer, has a 20-ft. lift and one of the few intact hydro installations.

The side-by-side double stone chambers at **Lock 33**, near Saint Johnsville, were built 1838-40 during the Erie Canal's first enlargement and remained in use until 1915, when the barge canal was relocated onto an adjacent channelized section of the Mohawk River. Today these old portions of the canal lie abandoned and overgrown with grass and weeds.

Saturday's tour goes rounded off the day with a climb aboard the tugboat *Governor Roosevelt* for a tour from pilothouse to engine room, crews-quarters to galley. Named for Theodore, who championed construction of the Barge Canal system, before moving on to a new job in Washington and canal interests further south, the *Rosie* and her sister ship *Governor Cleveland* were built in 1928 as powerful ice-breaking tugs for canal service. Originally steam-powered, both were dieselized shortly after World War II. This visit was followed by a 90-minute cruise aboard the *Lil Diamond III*, a newly launched double-deck passenger vessel. The cruise covered the Mohawk River portion of the canal between Little Falls and Herkimer, passing through Lock 18 along the way. Our hosts, "Captains John and Jerry," narrated with details about the river, the canal, and many of the places along the way. Among the intriguing bits of information they related was how it is possible to travel from Little Falls to Key West, Florida completely by water via the Inland Waterway, with only 35 miles of the way being



Erie Canal Lock 17, Little Falls.



Erie Canal Lock 33. St. Johnsville. Westbound Chamber.



Tug Roosevelt.

on the ocean. The Erie Canal, the captain went on to say, could be called the Internet of its day, due to its vital role in spreading information in an era before mass communication. Both the Mormon and Seventh-Day Adventist churches were founded along its route, as was the women's rights movement.

After returning to the Hotel Utica following the cruise, members walked over to the Piers and Blake Restaurant, located in the historic **Doyle Hardware Building**, directly across from Union Station. Here, the SIA faithful were treated to a buffet dinner of Italian specialties and entertained by Stone Soup, a Mohawk Valley folk band. It was an opportunity for everyone to have a final chat before the

tour's official end, and, for those who may have missed the F.X. Matt Brewery tour, another chance to taste the local beers. Some attendees checked out **Union Station** before returning to the hotel. Built between 1912 and 1914, the spacious station elicited admiring remarks for its barber-shop. Once a ubiquitous fixture in urban train stations, the barbershop has become another one of contemporary life's rarities.

Sunday Tour. Approximately 50 members were on board for the Fall Foliage Train tour operated by the **Adirondack Scenic RR**. The train left Utica's Union Station and continued to the small town of Thendara, about 50 miles to the north. There was an optional layover in Old Forge, which allowed time for lunch in a local restaurant. However, most SIA members chose to remain on the train. The fall foliage was definitely at its peak, and the view was beautiful despite the steady rain that continued for much of the day.

Thanks go out to SIA Events Coordinator Ron Petrie (a native of Little Falls) and the tour committee comprised of Simon and Edna Litten (who first proposed the event and remained its staunchest cheerleaders), SIA President Duncan Hay, Rachel Bliven, Tolga Morawski, Daniel De Micco, Matt Kierstead, Craig Williams, Martha Frey, and Jessie Ravage. We also thank the manufacturers, New York State Canal Corp., on-site guides, and community officials who made this year's Fall Tour a success. The tour generated local interest in the SIA, including a feature article in the *Courier-Standard-Enterprise* (Oct. 29, 2012).

Joe Seely with contributions by Gianfranco Archimede, John Casson, Kathryn Fox, and Duncan Hay

STREET RAILWAY LEDGER *(continued from page 17)*

The GCPR merged during the 1870s with the Ridge Avenue & Manayunk Passenger Ry. to form the Ridge Avenue Passenger Ry. The merged company was leased to the Philadelphia Traction Co. in 1892, which was leased to the Union Traction Co. in 1895, which was leased to the Philadelphia Rapid Transit Co. (PRT) in 1902. The PRT guide of October 1, 1924, identifies the Ridge Avenue line as the electrified Route 61 trolley to Manayunk. Today, the Southeastern Pennsylvania Transportation Authority (SEPTA) operates Route 61 as a bus line.

Financial documents such as this ledger provide insight to a dimension of the enterprise less visible and tangible than the daily operation and maintenance of the physical plant. The ledger is a hard-cover document measuring 12 x 16.5 in. An ornate label identifies the ledger maker as James B. Smith & Co. of 610 Chestnut St., Philadelphia. The first page, dated Jan. 25, 1859, identifies the eight men who owned the 10,000 shares of stock (the entire capital of the company), which were being surrendered in exchange for new stock

to be issued to the 31 men and one woman named on the following page, which is dated Jan. 26, 1859. The original owner with the largest number of shares (3,445) was William W. Harding, proprietor and editor of *The Philadelphia Inquirer*. The reason for the conversion of the original stock to a new issue is not discussed. Six of the eight original owners were also recipients of the new issue. The transfers began on Jan. 27, 1859. United States revenue stamps are affixed to several of the transactions executed between 1864 and 1871. On the very last transfer, executed on Mar. 18, 1875, the words "Girard College" are crossed out and replaced with the words "Ridge Avenue," with the notation "See transfer book of Ridge Av. Pass. Railway Co." The ledger reveals that shares of the GCPR were valued at \$5 in 1859, rose to \$17 by 1864, and stood at \$28 on March 18, 1875. Recovery of this ledger demonstrates that unusual historic documents can still be acquired under casual circumstances at informal events.

Michael Bernstein

CAMPAIGN UNDERWAY TO SAVE HISTORIC ASHLAND ORE DOCK

A locally directed preservation campaign is underway to save a massive iron-ore dock in Ashland, Wis. (tour site—2000 SIA Annual Conference, Duluth). The 1,800-ft.-long, eight-story-high dock, built by the Minneapolis, St Paul and Sault St. Marie RR (the SOO Line) in 1916-17, is one of the world's largest and one of a few such docks left in North America. Numerous citizens in the Ashland area, joined by groups like the Apostle Islands Historic Preservation Conservancy, are working together to save this engineering marvel. The dock has been named to a list of Wisconsin's 10 most endangered historic sites.

The 300-pocket ore dock was constructed during a mining boom that started during World War I and ended when the mines it served closed in 1965. The dock transferred ore from Michigan's Gogebic range to boats for shipment down the Great Lakes to the Midwest and Eastern steel mills that were vital to America's growth. The dock was one of three ore docks on Ashland's waterfront and is the last remaining. The Canadian National Ry. (CNR), which now owns the dock is planning to take it down.

One of the leaders of the preservation effort is John Chapple, who grew up fishing and swimming off the dock. "My grandfather, father, siblings, cousins, and I regularly fished and swam at this historical landmark," said Chapple. "To see it demolished is heartbreaking, tragic, and the elimination of an American treasure," he added.

Area historian, Jeff Peters, agrees with Chapple: "This is the perfect location for a multi-use facility that would educate the public about the vast history of this area including the Apostle Islands and other ports on the Great Lakes." "I prefer to remain optimistic," he said, noting his grandfather helped build the ore docks in the region. "The ore dock has



Ashland Ore Dock in 2012.

the potential to once again boost the economy and make it a true destination while preserving our heritage."

National Trust Advisor Emeritus and architect George Haecker, whose family has summered on nearby Madeline Island since 1896, emphatically supports the effort to save the ore dock. "The ore dock is simply Ashland's iconic heart and soul, and to see it being turned into rubble is devastating." His firm, having worked on many historic renovation projects, including the homes of former U.S. Presidents Truman, Hoover, Clinton and Nebraska's State Capitol, Haecker sees many positives of keeping the ore dock saved from the wrecking ball. "I was utterly dismayed last summer to see it being nibbled away at ... it could certainly continue to serve as a powerful symbol of Ashland's proud past."

Bruce Lunde, Owner at Lunde Williams, LLC, of Madison,



Great Lakes ore boat E. G. Grace at the Ashland Ore Dock in 1960.

Wisconsin, and an acknowledged authority on maritime renovation and design, stated that losing the ore dock would forever change the waterfront landscape in Ashland. "The sad thing about the current state of demolition is that once this structure is gone, it is gone forever. The materials used in the design, the construction techniques used, and the resulting iconic structure can no longer be built the way it was then," Lunde said. "Maybe since the local populace has been used to seeing it for so long they don't realize the giant hole this will leave in the local fabric when it is gone. The Greatest of the Great Lakes is losing a valuable jewel and their civic identity."

Bob Dahl, Chairman of the Apostle Islands Historic Preservation Conservancy, wrote to CNR and the Mayor of Ashland to encourage a win-win outcome, stating "we believe that financially and technically feasible alternatives are available." Expressing what is the prevailing public sentiment, Dahl noted the ore dock is an "important part of the historic fabric of, and future promise for, the Apostle Islands region."

To offer support or info: Jeff Peters, peters@ceas.coop; (715)-919-0489.



Construction of the Ashland Ore Dock, June 25, 1917.

NOTES & QUERIES

Heritage of Industry: Journeys into the Industrial Past has announced its itinerary of 2013 tours. Based in England, the company specializes in tours to explore the world of engineering history and industrial archeology. It is the exclusive overseas tour provider for the Association for Industrial Archaeology (U.K., see article elsewhere in this issue), and organized last year's tour to the U.S. Midwest that overlapped with the SIA's Annual Conference in Cincinnati. SIA members are welcome by invitation of Bill Barksfield, Managing Director to participate in Heritage of Industry tours. The 2013 Tour Program includes *The Five Towns: A City Safari to Potteries* (Stoke-on-Trent, England, Apr. 11-14), *The Newcomen Cornish Weekend* (Apr. 19-21), *Country House Comfort & Convenience* (18th and 19th-c. technologies in the great English country houses, Apr. 29-May 2), *AIA Spring Tour, Roaming the Ruhr* (May 13-18), *Newcomen Summer Meeting* (Manchester, July 17-20), and *By the Seaside, A City Safari to Ostend & the Belgian Coast* (Sept. 5-8). For more info on tours and bookings: www.heritageofindustry.co.uk.

Funding Sunsets on 12 National Heritage Areas. The 112th Congress failed to act on several bills that would have extended funding to 12 National Heritage Areas that were established in 1996. The loss of funding has significant implications for industrial archeology, since the program has been one of the principal ways for the National Park Service to partner with not-for-profit organizations and state and local governments to direct resources and attention to historic industrial sites and transportation corridors, especially canals. Among the heritage

areas impacted are the Augusta Canal, Ga.; Delaware and Lehigh, Pa.; Hudson River Valley, N.Y.; John H. Chafee Blackstone River Valley, R.I. and Mass.; Lackawanna, Pa.; Ohio and Erie, Ohio; Rivers of Steel, Pa.; and Silos and Smokestacks, Iowa. Few of the heritage area groups appear to have been adequately prepared for the funding sunset. Some, such as the John H. Chafee Blackstone River Valley National Heritage Corridor, have formed not-for-profit organizations to take on active fundraising efforts to make up for the loss of federal funding. While the designation of a National Heritage Area is permanent, the congressional authorization to receive funding is not. The National Park Service is working to ensure that current partnership programs and projects move forward. Congressional supporters of National Heritage Areas, such as Senator Jack Reed of Rhode Island, reportedly plan to renew efforts to pass legislation in the next Congress. Among the strategies being promoted is converting successful National Heritage Areas into permanent National Historical Parks.—*National Heritage Areas Newsletter, Fall 2012*

Augusta Canal Collection. The Augusta (Ga.) Museum of History has accepted a major donation of archival materials from the Augusta Canal Authority related to the development of the King and Enterprise textile mills. The collection includes drawings, blueprints, stock documents, ledgers, payroll records, and workers' mutual aid and burial association records. The Augusta Canal was built in 1845-47 as a dual-purpose industrial power and transportation canal bypassing a falls of the Savannah River. After

(continued on page 26)

Sparrows Point Site to Be Blitzed

The owners of Baltimore County's gigantic steel mill (tour site—SIA Annual Conference 1975 and 1995) that had been producing steel, tin plate, rails, girders, and ships since 1889 announced on Dec. 13 that the cold rolling mill, the newest part of the works, only 12 years old, was to be sold to Nucor Corp. of Charlotte, N. C., for its spare parts value. The next day, Nucor and Hilco Trading announced that all the other facilities, including the late-20th-century blast furnaces, would be sold for scrap and the site cleared for new enterprises. Environmental Liability Transfer owns the grounds. Some 2,000 people were still making steel when former owner RG Steel stopped production in the summer of 2012.

The original investors bought up a number of farms in 1887 to take advantage of the location on tide-water near the entrance to Baltimore's harbor. The plant was originally the Maryland Steel Co., then in 1916 it became part of Bethlehem Steel. A company town with splendid views of Chesapeake Bay provided every service except saloons and cemeteries. The company paid for several church buildings, landscaped the grounds, and gave nursery plants to the residents. That lasted until 1974 when the town was sacrificed to build the gigantic and immensely productive L-Furnace. Sparrows Point contains few if any antiquities because the works was constantly being improved, old furnaces melted down, and buildings rebuilt.—*John McGrain*



A 1919 photo of the City of Baltimore, an overnight steamer for the Baltimore-Norfolk route in dry dock at Sparrows Point.



Sparrows Point, as seen during the harbor tour, SIA Annual Conference, Baltimore 1975. The splendidly satanic clouds of smoke and steam were always on the horizon.

John McGrain

IA EXHIBITS

The Panoramic River: The Hudson and the Thames. Through May 19, the Hudson River Museum (Yonkers, N.Y.) will feature an exhibit of about 100 paintings exploring the large-scale panoramic vistas that were a popular form of artistic expression during the early 19th century. A selection of paintings from museums and private collections explores and contrasts two of the most popular subjects—the Hudson River in the U.S. and the River Thames in England. Info: www.hrm.org.

Vermont Marble Museum Reprieved. Located in what was once the main manufacturing plant of the Vermont Marble Co. in Proctor, Vt., the museum is considered the world's largest museum related to the quarrying of marble. Features include a showroom of Vermont Marble products, large panels of marble quarried in Vermont and elsewhere, an exhibit on the creation of the Tomb of the Unknown Soldier, a rare library of marble samples from around the world, historic photographs of marble quarries and quarrying techniques, marble sculptures, and an exhibit on how crushed marble is used in everyday products. During its heyday from the 1880s to 1930s, Vermont Marble

employed over 5,000 workers and owned quarries in Vermont, Tennessee, Colorado, and Alaska. In the spring of 2012, the museum was threatened with dissolution when OMYA Inc., the private company that purchased Vermont Marble in 1976, decided to divest itself of the museum property and sell off the collection. Through the rapid response of the Vermont Preservation Trust and the Town of Proctor, the company has withheld disposal, and more than \$250,000 has been raised toward the ultimate goal of \$400,000 to keep the collection intact. A non-profit organization is sought to take ownership and run the museum in its current location. For info or to make a donation: www.ptvermont.org.

The Woolworth Building @ 100 is an exhibit at the Skyscraper Museum (New York, N.Y.) through July 2013 celebrating the 100th anniversary of the iconic building, designed by architect Cass Gilbert. The exhibit features original drawings and photographs. Speakers and special events explore the building's history. When it opened in Oct. 1913, it was the tallest building in the world. Info: www.skyscraper.org. ■

SITES & STRUCTURES

Berrybrook School Joinery Shop. An amazingly intact woodworking shop, dating to the last half of the 18th century, has recently come to light at a private preschool in Duxbury, Mass. The 16 x 32-ft. workshop, clad in vinyl siding, was being used for storage when a local restoration carpenter was invited to explore it while taking down an old house on the property. What he discovered was an extraordinarily complete joinery shop, with its original tool racks, benches, and a treadle lathe. Wear marks and pencil notations on the benches and walls provide an amazing record of the types of activities that occurred there. The school has applied for a local preservation grant to survey the building and stabilize the structure.—*Boston Globe* (Nov. 24, 2012)

The remains of the **USS Col. J.E. Sawyer** have been recognized with a historical marker near Memorial Waterfront Park in Mt. Pleasant, S.C. The wreck that sits just offshore in Charleston Harbor is the remains of the first concrete-hulled passenger vessel built in America, launched on Oct. 18, 1919 by the Newport Building Corp. in New Bern, N.C. The 700-ton transport ship was capable of carrying 500 passengers. Built for WWI, the Army decommissioned the ship in 1922 and sold it to a Charleston ferry operator. It sank sometime between 1923 and July 1926.—*Charleston Post & Courier* (Aug. 20, 2012)

Fire Destroys Mills in the Southeast. A Salisbury, N.C. landmark, the **Grimes Mill Museum**, was destroyed by fire

on Jan. 16. The Second Empire-style flour mill was built in 1896 and sold to the Historic Salisbury Foundation in 1982. It contained five floors of machinery typical of late-19th-century roller mills and was open by appointment for tours and community events. Arson is suspected as the cause of a fire that destroyed the **Callaway Mill** in Manchester, Ga. on Jan. 19. The plant were built in 1909 by Fuller E. Callaway, an industrialist in nearby LaGrange. He seized the opportunity to establish a textile mill and company town at the junction of the Atlanta, Birmingham & Atlantic RR's main lines to Atlanta and Birmingham about 75 miles southwest of Atlanta. The mills closed in 1985.—*Charlotte Observer* (Jan. 17, 2013) & *Columbus Ledger Enquirer* (Jan. 20, 2013)

Developers and city officials in Columbia, S.C. have been wrangling over the future of the **Palmetto Compress & Warehouse Building**. The 3-story, 329,000-sq.-ft. brick building was constructed in sections from 1917 to 1923 to compress and store up to 40,000 cotton bales at a time, each weighing as much as 500 lbs. When the building was listed on the National Register in 1985, it was considered to be one of only four such buildings surviving in the Southeast U.S. The current owner's plan to demolish it and construct private housing for University of South Carolina students was rejected by the City Council.—*Columbia State* (Aug. 10, Oct. 8, Nov. 6, & Dec. 14, 2012) ■

TICCIH CONGRESS (continued from page 12)

for the new database and elicited a lively discussion among the workshop participants.

Asian Heritage Cooperation Forum and General Assembly, Thursday Nov. 8. The final day of the congress was devoted to the Asian Heritage Cooperation Forum in the morning, followed in the afternoon by the TICCIH General Assembly. Stuart Smith introduced the forum with a video clip from the introduction of the 2012 Olympic Games: the reenactment of the industrialization of Britain as the opening of the Olympic Games was the first time that theme of industrialization had been brought to such a global audience. (Portion available here http://www.youtube.com/watch?v=7QL_uG2GSZo with Kenneth Branagh as Isambard Kingdom Brunel.) Noting that TICCIH already encouraged the formation of regional groupings, increasing both awareness of industrial heritage and TICCIH, the forum members, China, India, Japan and Taiwan as well as TICCIH's President and Secretary, ultimately agreed to work together to form an Asian Heritage Network.

At the General Assembly that afternoon, the retiring Secretary Stuart Smith was thanked by the President for his long service to TICCIH and presented with a pewter dish made from Cornish tin, recovered from a wreck off

the coast, suitably engraved with the TICCIH logo and a message from TICCIH members to honor his contribution. UK Board member Stephen Hughes (Royal Commission on the Ancient & Historical Monuments of Wales) was elected Secretary; David Worth (University of Cape Town, South Africa) was re-elected as TICCIH Treasurer, and Patrick Martin re-elected as President.

Between 2012 and the next General Assembly, six intermediate conferences were announced, including, in the Americas, a South American conference in Zacatecas, Mexico in May/June 2013 and a 'Big Stuff' Conference the following September in Ottawa. For further details, see the TICCIH web site, <http://www.ticcih.org/>.

The General Assembly was pleased to welcome the proposal from CILAC (Comité d'information et de liaison et de promotion de l'archéologie industrielle) to hold the 2015 Congress and General Assembly in the Nord Pas-de-Calais region of France, site of the recent World Heritage listing, "Nord-Pas de Calais Mining Basin."

Respectively submitted,
Peter Stott
TICCIH National Representative

MEMBER NEWS

Alan Hugh Bolles, 88, died on Dec. 3, 2012. Alan was an active SIA member who attended many conferences and tours, earning friends by way of his enthusiasm and pleasant company. He was born and raised in Plainfield, N.J. and lived briefly in Pottstown, Pa. before moving back to New Jersey in 2010 to be near family. He served in the U.S. Army during WWII and later earned his bachelor of science in engineering from the University of Michigan. He was a maintenance superintendent at the National Starch & Chemical Corp. in Plainfield until his retirement in 1986. Since retiring, he enjoyed an active life with the SIA, the N.J. Canal Society, Friends of the N.J. Heritage Center, and Friends of the East Broad Top RR. One of Alan's favorite activities was visiting Mystic Seaport.—*Kim Bolles*



Alan Bolles (1924–2012)

Robert A. Howard passed away at the Pinnacle Rehabilitation & Health Center in Smyrna, Del. on Nov. 12, 2012, from complications of a yearlong illness. Rob was a founding member of the SIA in 1971 and assisted with the planning of the 6th Annual Conference in Wilmington in 1977. Although in recent times he had been an infrequent participant at SIA events, he maintained a keen interest in SIA happenings.

Rob retired as Curator of Industry and Technology at the Hagley Museum & Library (tour site—1977 Annual Conference and 2004 Fall Tour) in 1998 after a 30-year career as a leading expert on historic machinery and mechanical processes. He was a noted international authority on the history and manufacture of black powder. After retirement, he established Anchorage Productions, LLC to provide his skills to the museum field in areas of documentation, restoration, operation, and exhibition of archaic machinery and military artillery.

Rob held a Bachelor of Arts from the University of Rochester, a Master of Library Science from the College of New York at Geneseo, and a Master of Arts in Museum Studies from the Cooperstown Graduate Programs of the

State University of New York (Oneonta). He was author of numerous scholarly articles, notable among them: "Interchangeable Parts Reexamined: The Private Sector of the American Arms Industry on the Eve of the Civil War," *Technology & Culture*, Vol. 19 (Oct. 1978); "Black Powder Manufacture," *IA: The Journal of the SIA*, Vol. 1 (1975); and others on specific aspects of firearms and artillery for various collectors publications. His illustrated booklet, *Waterpower: How It Works*, published by Hagley in 1979, is still a sought-after introduction to the subject.

His reputation for rigging, moving, restoring, and operating large historical artifacts was second-to-none. He supervised numerous exhibits and restoration projects at Hagley and as a private consultant, bringing back to operation historic machinery for the public's enjoyment and understanding. Rob was an avid collector of carbide cannons, early Smith & Wesson pistols, Howard Company pocket watches, figure nut crackers, Match Box cars, brass scale-model railroad locomotives, chess sets, Meerschaum pipes, Wilmington-made Standard Arms rifles, machine tools, woodworking tools, bronze sculpture, cannon and other small artillery pieces, and carved birds, to name only a fraction of his collecting interests.

Rob lived in and was restoring The Anchorage, a four-story, 22-room, 1848 Federal-style mansion listed on the National Register of Historic Places, in the Browntown neighborhood in Wilmington. He was born in Rochester, N.Y., the only child of Joseph and George Howard. Both preceded him; he leaves no other family.—*Frank McKelvey*



Courtesy Hagley Museum & Library

Robert A. Howard. Hagley Museum Machine Shop (1991).

HISTORIC BRIDGE NEWS

The Santa Fe Railway's **Nolan River Bridge** at Blum, Hill County, Tex., was placed on the National Register of Historic Places on Dec. 4, 2012. It was built in stages between 1899 and 1903 to replace an earlier structure. The initial 1881 railway bridge, which stood on three cut-limestone piers, consisted of two iron trusses with timber approaches. Starting in 1899 construction crews replaced the two trusses with six riveted deck-girder spans. The three 1880s stone piers, increased in height, were retained, and two more were added together with abutments in stone and concrete. After the reconstruction work ended in 1903, the bridge was rated to carry two 139-ton locomotives followed by a load of 3,200 lbs. per sq. ft. plus the dead weight of the structure.

The Nolan River Bridge carried freight and passenger trains of the Gulf, Colorado & Santa Fe Ry. between Chicago and Galveston until 1952. (The GC&SF was incorporated into the Atchison, Topeka & Santa Fe in 1965.) The construction of the Whitney Dam on the Brazos River after WWII led to the relocation of the Santa Fe tracks near Blum to their present location on higher ground. After the railroad ceased using the Blum bridge, the company transferred it to Hill County to become a one-lane highway bridge. Since then it has carried County Road 1127. Info: T. Lindsay Baker at Tarleton State Univ., (254) 968-1886.

The historic **Cow Bayou Swing Bridge** in Prairie View-Bridge City, Tex., was recognized with the unveiling of a historic marker at a ceremony on Dec. 1, 2012. Completed in 1940, the electrically operated movable bridge has a tapered steel deck-girder superstructure that pivots on a center-bearing pier. Bridge City Citizens for Historic Preservation averted demolition of the bridge in 2007. Ultimately, it was listed on the National Register in 2010. Rehabilitation, including restoration of the operator's house to its original look, will take place later this year.—*Orange County (Tex.) News* (Nov. 28, 2012) ■



Nolan River Bridge. T. Lindsay Baker

T. Lindsay Baker

CONFERENCES & WORKSHOPS

Call for Proposals. Hagley Museum & Library (Wilmington, Del.) invites proposals for a conference to be held Nov. 8, 2013 on the topic of **Business and Politics in 20th-Century America**. Over the past 10 years, there has been a surge of new scholarship on the relationship between business and American politics. Much of this work examines the efforts by businesses and business people to influence politics, often in response to the growth of the federal government that began with the Progressive Era and continued with the New Deal. Many of these studies draw on the collections in the Hagley Library. Scholars are invited to Hagley to assess the state of knowledge and discuss new and emerging research. Paper proposals should be based on original research and engage with current scholarship. Submit a 500-word abstract and c.v. of no more than three pages by Apr. 30 to Carol Lockman, clockman@hagley.org.

The Association for Industrial Archaeology (AIA) Annual Conference in Dundee, Scotland will be held Aug. 9-15, 2013. AIA conferences are organized much along the lines of SIA conferences and offer a welcoming experience for SIA members. The AIA conference has a day-and-a-half of paper sessions (Aug. 9-10) with the rest of the conference devoted to tours of local sites of IA interest. Visitors from North America are urged to submit papers for presentation at the conference. Tour options on Friday, Aug. 9 (after

morning paper sessions) include a four-hour walking tour of the medieval heart of Dundee with its publishing houses, whisky bond warehouses, and docks; two hours on foot in the Blackness Industrial Conservation Area with 18th and 19th-century jute and flax mills and a steam engine foundry; or an afternoon on the waterfront visiting bridges, shipyards, docks, and a bitumen refinery. On Sunday Aug. 11, conferees may choose among a coach trip to Perth and Stanley to see 18th and 19th-century mills, waterworks, and company village; a 1913 airfield and steam train ride; or a circuit of historic Dundee for photographers. Tour options on Monday, Aug. 12 include a coach ride to jute mills, bridges, and a whisky distillery in Ericht and Royal Deeside; or bridges, print shop, and whisky distillery in highland Perthshire. On Aug. 13, options include a water-powered wood works and active fishing harbors in Kincardshire and Aberdeenshire; or a boat tour of busy Aberdeen harbor. On Wednesday, Aug. 14, conferees may visit the Angus Coast to witness salt production, commercial fishing, boatbuilding, and stone quarrying; or a 1784 cotton mill and an operating whisky distillery. On the last day of the conference, all participants will visit Northeast Fife, with its bridges and fisheries museum. The registration fee of approximately \$1,500 includes eight nights bed-and-breakfast accommodation at a Dundee University student residence. Dundee is accessible by train from any U.K. airport. For registration information, <http://industrial-archaeology.org/aconf.htm>. ■

IA ON THE WEB

History of the J. G. Brill Co. (<http://hsp.org/history-online/exhibits/jg-brill-company-photographs>). The Historical Society of Pennsylvania offers an on-line history featuring some of the approximately 16,000 photographs in its Brill archive. Based in Philadelphia, Brill was a major trolley and undercarriage manufacturer.

High Line Video (www.mnn.com/lifestyle/responsible-living/sponsorvideo/improbable-journey-the-story-of-new-yorks-high-line). A 14-min. documentary video interviews the key players in the preservation of New York City's High Line, a deteriorating elevated freight railroad that was successfully turned into a city park (SIAN Spring-Summer 2004).

How Jeans Are Made (www.wimp.com/jeansmade/). A 10-min. video follows the modern production of jeans from cotton field to garment factory.

J. Neils/Red Lake Indian Sawmill (<http://legacy.mnhs.org/projects/846>). This late-1890s sawmill on the Ojibwe reservation in western Minnesota is complete with its original equipment, including a steam-cylinder-powered carriage manufactured by the Diamond Iron Works of Minneapolis. The website offers a synopsis history, photographs, and details of a Minnesota Historic Society grant to build a protective canopy over the mill.

Locomotive Builders' Prints (<http://cdm.bostonathenaeum.org>, search Locomotive Builders' Prints). The Boston Athenaeum has digitized an important collection of litho-

graphs dating from the 1840s to 1870s. Intended to woo potential buyers, the locomotive prints are detailed and beautifully produced. A lengthy essay describes the process used to produce the prints.

Manhattan Project National Historical Park Study (www.parkplanning.nps.gov, search on Manhattan Project, Document Status All). Provides links to documents supporting the Secretary of the Interior's recommendation for establishing Oak Ridge, Tenn.; Los Alamos, N.M.; and Hanford, Wash., as a unit of the National Park Service in collaboration with the Dept. of Energy. Legislation is currently under Congressional consideration.

The Packard Plant: Why It Has to Go (<http://www.freep.com>, search on Packard Plant project). This special report, published by the *Detroit Free Press*, advocates for clearing the 35-acre Packard Plant site (tour site—SIA Fall Tour, 2005). Despite the report's anti-preservation stance, it includes an informative timeline, historic photo gallery, and an aerial map depicting current conditions.

Steamtown Earthcam (<http://www.earthcam.com/usa/pennsylvania/scranton/>). Live views of the railroad museum's working turntable, roundhouse, and repair shops.

"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. ■

NOTES & QUERIES (continued from page 21)

Reconstruction, it powered a boom in textile manufacturing, which saw the construction of several iconic mills. In the 1890s, the canal powered the city's first electric power plant. Many of the records were found in a walk-in safe at the King Mill.—*Augusta Chronicle* (Jan. 15, 2013)

The Genius of Invention is a new T.V. series airing on BBC Two. The first episode focuses on British inventors who worked on the development of the steam engine, the electrical generator, and the steam turbine. Featured is Richard Trevithick, who is portrayed as having had a greater influence on the "modern steam engine" than James Watt. Info: www.bbc.co.uk, search on Genius of Invention.

Chattanooga, Tenn. continues to make strides to recognize and embrace the city's industrial heritage. A new 3.5-mile-long extension of the Tennessee Riverwalk (tour site—SIA Fall Tour 2008) will take bikers and joggers through abandoned manufacturing sites lining the river as it bends

around Lookout Mountain. Featured will be views of the former U.S. Pipe property and a mammoth crane used to load power-plant turbines onto barges. The pathway will be dotted by interpretive signs and sculptures on industrial themes. The city has also commissioned a 24-ft.-tall, 9,000-lb. sculpture inspired by the historic Walnut Street Bridge. The truss-like sculpture will be installed in an "urban art fitness park" with a walking track and playground.—*Chattanooga Times Free Press* (Sept. 18 & Nov. 8, 2012)

Chestatee River Diving Bell. On Nov. 29, the Town of Dahlonga, Ga., dedicated a park pavilion housing an unusual artifact recovered from the Chestatee River. The bell is composed of riveted iron plate, resembling the shape of a steam boiler with a stack that served as an access way. Recovered from a boat wreck in 1983, the bell was initially mistaken for a boiler or tank. Restoration work began in 2010. It dates to 1875 and was used by miner P.H. Loud to search for gold. ■

Industrial Heritage at the NTHP Preservation Conference

The National Trust for Historic Preservation (NTHP) Annual Preservation Conference was held in Spokane, Wash. from Oct. 30 through Nov. 3, 2012. Spokane has a rich industrial heritage with influences from mining, railroads, and agriculture. With generous support from the J.M. Kaplan Fund, there was a strong industrial heritage component to the conference. Kaplan supported a similar thread at the 2011 Conference in Buffalo, which also had active participation from a number of SIA members.

As we arrived at our room in the historic Davenport Hotel, we looked out the window at a great industrial vista. There were within view two freight trains and the tall stacks from a district steam plant, which had supplied businesses throughout downtown from 1916 to 1986. The plant has been adaptively reused as offices and a gourmet brewpub.

There were two early bird tours with an industrial heritage theme. The first, which I attended, was to Hanford B Reactor, a nuclear reactor built in 1944 to produce plutonium to be used in the atomic bomb dropped on Nagasaki. Only about 3,000 people per year are allowed to visit Hanford B, which is being considered for inclusion in the proposed Manhattan Project National Historic Park along with Los Alamos, N.M., and Oak Ridge, Tenn. The production of plutonium consists of creating a controlled nuclear chain reaction that transforms a tiny amount of uranium into plutonium. The reaction generated enormous amounts of heat requiring massive amounts of cooling water from the nearby Columbia River. Much of the electrical output of the Grand Coulee Dam, subject of the other early

bird tour, was used at Hanford. Enormous and expensive efforts to clean up nuclear waste from Hanford have been on-going for decades and have decades left to go.

There were industrial heritage preservation sessions during the entire conference. Most had a strong regional theme, discussing a wide range of topics. One that I especially enjoyed was a discussion of the former Rayonier Mill site at Port Angeles, Wash. What was interesting was the conclusion that adaptively reusing the site did not make economic sense for the community. Not every project is worth doing.

The NTHP gives a number of annual preservation awards to significant projects and individuals. Three of the project awards went to adaptively reused power plants, with several others also having an industrial flavor. Of particular note was a powerhouse conversion project in Kansas City in which Cydney Millstein (SIA) played an active role. The result is a new home for the Kansas City Ballet in a building that preserves many aspects of its original use.

I think the NTHP realizes that industrial heritage preservation is an important part of the overall preservation fabric. Simply preserving houses or institutional buildings is only part of the story; although they are "hard to love," industrial sites tell important stories about the lives of our communities. The support of the J.M. Kaplan Fund for these activities at NTHP, and for the SIA's Industrial Heritage Preservation Grant program, is gratefully acknowledged.

Jay McCauley
SIA Past President

CHAPTER NEWS

Oliver Evans (Philadelphia). On Dec. 10, the chapter held its 25th annual vintage film festival, with selections presented by railroad historian Mitch Dakelman. On Jan. 25, the chapter held its annual dinner at a downtown Philadelphia hotel. The featured speaker was Charles Langelan, a retired surveyor who specializes in reenacting 18th-century surveying techniques. He spoke on the history of the Mason-Dixon Line and activities that are being planned to celebrate the survey, which began 250 years ago in 1763.

Roebling (N.Y.-N.J.) held its annual meeting at the Paterson (N.J.) Museum on Jan. 26. Prior to the meeting,

members took a walking tour of the few extant sections of the Morris Canal right-of-way in Paterson, learned about the Passaic Water Co., and explored the route of Paterson's earliest raceway system. After the business meeting, the chapter held a show-and-tell session.

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

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CALENDAR

2013

Jan. 9-12: Society for Historical Archaeology Annual 2013

Apr. 10-14: Society of Architectural Historians Annual Conference, Buffalo, N.Y. Info: www.sah.org.

Apr. 17-20: National Council on Public History, Ottawa, Ont. Info: www.ncph.org.

May 15-18: Early American Industries Assn. Annual Meeting, Hyannis, Mass. Info: www.earlyamericanindustries.org.

May 30-June 2: SIA 42nd ANNUAL CONFERENCE, THE TWIN CITIES: ST. PAUL & MINNEAPOLIS, MINN. See article in this issue. Info: www.sia-web.org.

June 5-8: Second National Covered Bridge Conference, Dayton, Ohio. Info: www.woodcenter.org.

June 5-8: Railroad Station Historical Society Annual Convention, Providence/Pawtucket, R.I. Info: Theodore Xakellis, xakellis@juno.com.

June 6-9: Mining History Assn. Annual Conference, Galena, Ill. Tours of the historic zinc and lead mining district. Info: www.mininghistoryassociation.org.

June 6-9: Railway & Locomotive Historical Society Annual Meeting, Madison, Wis. Info: www.rlhs.org.

June 6-9: Society for the Preservation of Old Mills (SPOOM) Annual Conference, Jasper, Ind. Info: www.spoom.org.

June 11-15: Vernacular Architecture Forum Annual Conference, Gaspé, Que. Paper sessions. Tours of the Gulf of St. Lawrence. Info: www.vernaculararchitectureforum.org.

July 10-14: Rust, Regeneration and Romance: Iron and Steel Landscapes and Cultures, Ironbridge Gorge, England. Info: <http://ironandsteel2013.wordpress.com>.

Aug. 9-15: Assn. for Industrial Archaeology Annual Meeting, Dundee, Scotland. See article in this issue. Info: www.industrial-archaeology.org.

Aug. 21-24: Chemistry in Material Culture, 9th Int'l Conference for the History of Chemistry, Uppsala, Sweden. Info: www.9ichc.se.

Sept. 14-22: National Railway Historical Society, Annual Convention, Fairbanks and Anchorage, Alaska. Charter trains and tours. Info: www.nrhs.com/events.

Sept. 25-27: Big Stuff, Triennial Conference, Ottawa, Ont. Sponsored by the Canada Science & Technology Museum. Theme: "Saving Big Stuff in Tight Economic Times." Info: www.sciencetech.technomuses.ca (search Big Stuff).

Sept. 26-29: SIA FALL TOUR, ROCKFORD, ILL. See article in this issue. Info: www.sia-web.org.

Oct. 6-9: Society for the History of Technology (SHOT) Annual Meeting, Portland, Maine. Info: www.historyoftechnology.org.

Oct. 9-12: Pioneer America Society: Assn. for the Preservation of Artifacts & Landscapes, Annual Conference, Mohawk Valley, N.Y. Info: www.pioneeramerica.org.

Oct. 11-15: Assn. for Preservation Technology International Annual Conference, New York, N.Y. Info: www.apti.org. ■