Nearly 300 SIAers gathered in Brooklyn for the 31st Annual Conference from June 6 to 10. This was a memorable conference from many points of view.

The organizing committee made up of Roebling Chapter members worked hard to overcome the challenges posed by what had happened across the East River on Sept. 11, and they did it with great aplomb. Brooklyn has a lot of great IA! Just start with the Brooklyn Bridge, perhaps America’s most symbolic piece of IA, and work your way through all of the other masterpiece bridges. Then there is the Brooklyn waterfront, best seen from the water, and we had at least two opportunities to cruise on the harbor. Add in steam, trains, and the manufacture of a variety of goods from pianos to sugar, excellent paper sessions, and good food, and, well, it was an SIA conference in the best tradition.

Upon checking in at the conference hotel, the Marriott, a few blocks from the Brooklyn Bridge, each registrant received a handsomely produced industrial guidebook, Brooklyn, East of the River, South of the Sound, edited by the SIA’s own Ann Dichter, Mary Hartsrett, and Justin Spivey, and designed by Joe Macasek. In addition to the usual goodies (transit maps, MetroCards, postcards, etc.), we all received a copy of Michael Robbins and Wendy Paltiz’s, Brooklyn: A State of Mind (Workman Pub., 2001), a collection of stories about Brooklyn people, places, and history. Author Michael Robbins, a charter member of the SIA, was our guest speaker at the elegant Brooklyn Borough Hall, built in 1848 in the Greek Revival style, for the Thursday evening opening reception. He gave us his take on Brooklyn as the big city with a small-town attitude reflected in its numerous neighborhoods and industries. Borough President Marty Markowitz enthusiastically welcomed the SIA to Brooklyn.

The SIA tried something new this year and held an all-day pre-conference continuing-education course on Thursday. Organized by SIA Director Bob Kapusch, Digital Recording Strategies for Historic Structures offered a look at state-of-the-art use of digital technologies, from cameras to CAD models.

(continued on page 2)
Brooklyn (continued from page 1)

The session drew about 40 registrants, many of them members of the American Institute of Architects (AIA), who received continuing-education credit. The goal of the pilot session was, in part, to draw a new audience to SIA programs and fulfill a goal set out during the Winter IA retreat [SIA, Summer-Fall 2001]. The SIA board will be evaluating the session and considering whether to offer similar programs in the future.

Thursday's offerings included a choice of three tours—Gowanus Canal, Cast Iron Studios, or My Brooklyn. The Gowanus Canal boat tour began at the Fulton Ferry Landing with complementary ice cream (yummy!) from the Brooklyn Ice Cream Factory, a shop in the 1926 fireboat house. The group boarded the Chelsea Screamer, a bright-yellow, open-air cruise boat with a shallow-enough draft to negotiate the 5-ft.-deep canal. The tour, led by George Bulow [SIA], offered our first introduction to the Brooklyn waterfront and its distinctive 19th-c. brick warehouses, which were the subject of a paper session on Saturday. Passing through the Buttermilk Channel (between Brooklyn and Governors Island) and rounding the Red Hook Terminals, the cruise ship entered the Gowanus Canal. Today the canal is chiefly interesting for its several movable bridges and a few remaining canal-side operations handling fuel oil, stone, and other building materials. The Gowanus has a distinguished history, dating back to the 1660s when Dutch settlers canalized the Gowanus Creek. It was improved in the mid-19th-c. and by the 1880s, dozens of firms handling grain, hay, oil, fertilizers, and other bulk goods had located along it. The mile-long canal reaches deep into the heart of Brooklyn and had a significant impact on the borough's industrial development.

The Cast Iron Studios tour was the first of many where participants used their MetroCards to take mass transit. The group visited the Manhattan studio of Shali Sade [SIA] in a former electrical manufacturer's building. The artist displayed her photography of industrial and engineering sites. Participants were then treated to a walking tour of the cast-iron buildings (magnets out!) in the Soho Cast-Iron and Tribeca East Historic Districts, followed by a stop at the 1867 building owned by General Tools. There, refreshments were served and General Tools President Gerry Weinstein [SIA] exhibited his collection of model steam engines and an O-scale model of the NY Central RR.

Estelle Haferling, born-and-bred in Brooklyn, led a walking tour that offered a personal glimpse into growing up in the neighborhoods of DUMBO (Down Under the Manhattan Bridge Overpass), Vinegar Hill, and Williamsburg amongst the sights and sounds of the Brooklyn Navy Yard, warehouses, and elevated railroads. SIAers had time to enjoy the industrial architecture and get a sense of the waterfront's heyday.

Friday was a full day of touring as conference spread out across

(continued on page 4)
Rendez-vous in Montreal!
SIA 32nd Annual Conference
May 29–June 1

The Association québécoise pour le patrimoine industriel (AQPI) and the Canadian Railway Historical Association (ACHF/CRHA), co-organizers of the SIA 32nd Annual Conference, invite you to a rendez-vous in Montreal from May 29 to June 1.

Montreal's industrial infrastructure began to flourish after the 1850s, but its origins date to the first decades of the 19th c., when its privileged location at the center of a transportation network led to the establishment of several manufacturing sectors. The city's industrial heritage includes railways and ports, bridges, canals, power plants, tunnels, viaducts, and the metro, as well as factories for textiles, food, rolling stock, and iron and steel products. Guided tours of Old Montreal, the Lachine Canal, the port, as well as various residential, commercial, and industrial neighborhoods, will emphasize the evolution and diversity of the city's industrial heritage. Visits to industrial sites in nearby regions—such as the South Shore, the Eastern Townships, and the Mauricie—are also being considered.

Paper presentations may be given in French or English, as simultaneous translation will be offered in most sessions. General information will be updated regularly on the SIA website (www.sia-web.org), and members will receive a registration form in early 2003.

General Info: James Bouchard, (514) 251-5148; fax 251-5126; jamesb@aei.ca

CALL FOR PAPERS-PROPOSALS REQUESTED BY NOVEMBER 15™

You are invited to submit a proposal for the paper sessions on Sat., May 31. The conference theme is “A Continental and Trans-Oceanic Turntable, 1850-2000,” and the following sub-themes have been identified: (1) manufacturing for the continent, (2) factories and processes, (3) power, communications, utilities, (4) engineering works, and (5) development and operation of railway and port systems. This theme, which is particularly applicable to Montreal, also applies to several other North American and European cities. Proposals for papers should be inspired by it or by similar topics, and issues covered should address its wide and provocative context. Presentations on academic research and museographic or museological interpretation models are welcome, and their approach can be based on industrial archeology or related fields, such as humanities, architecture, or engineering. Papers can also be submitted for consideration of publication in IA, The Journal of the Society for Industrial Archeology.

With the recent re-opening of the Lachine Canal to navigation, a session will be devoted to current projects in history, archeology and interpretation of this National Historic Site, as well as to its impact on local urban planning. A session on the bridges of Montreal and its vicinity may be offered under the auspices of the SIA’s “20th Annual Bridge Symposium.”

Presentation Formats: Individual presentations (20-25 min.) and panel discussions (90 min. and three presentations) are welcome.

Proposal Formats: Each proposal should include: (1) the title of the presentation; (2) a summary of 250-300 words indicating the major points, issues, and conclusion; (3) name, title, affiliation, address, telephone number, fax number, e-mail address, and a brief biographical note on the speaker(s); (4) a list of audio-visual requirements; (5) for panel discussions, proposals should be sent together, accompanied by the discussion’s title, theme, and purpose; (6) proposals may be submitted in

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Brooklyn and beyond to take in an assortment of industrial sites. Full coverage of the eight tours would take up far too much ink, so following are a few highlights as reported from each.

The Brooklyn and Its Bridges tour was justifiably one of the conference's most popular, with several of the nation's foremost bridge historians on hand to offer commentary on several of the nation's foremost bridges. Tour leaders Mary McCahon and Justin Spivey [both SIA] worked closely with the NYC Dept. of Transportation. The city's personnel were most generous in providing access to many of the non-public areas of the remarkable East River bridges. A highlight was inspection of the masonry chamber within the approach of the Brooklyn Bridge (1869-1883). The group walked about the Manhattan Bridge (1906-1910) and the Williamsburg Bridge (1895-1903). They lunched at Prospect Park and saw the Cleftridge Span (1871-72), considered America's first concrete arch bridge. The bridge enthusiasts even "rode" a bridge, the Carroll St. Bridge, the nation's oldest surviving retractile bridge, built in 1888-89 over the Gowanus Canal.

New York Harbor has an impressive collection of seacoast fortifications, dating from the War of 1812 to the Cold War. The Protecting the Harbor tour, led by Paul Barczak [SIA], explored the evolution of military engineering as exemplified by installations in south Brooklyn and Staten Island. Fort Tilden, established in 1917 on the Rockaway Peninsula, was part of the outer defense of the harbor during the world wars. The fort features heavy reinforced-concrete casemates and magazine houses, as well as Nike missile launch sites, placed in the 1950s. Fort Wadsworth on Staten Island near the anchorage of the Verrazano-Narrows Bridge guards the entrance to upper New York Bay. It has been the site of a fort since the War of 1812 and has classic features, like the dry moat and galleries to capture invaders in deadly crossfire, and extensive earthworks to protect the masonry walls against artillery. The group also visited Floyd Bennett Field, considered the city's first official air terminal. The National Park Service preserves the 1931 control tower and hangars, where a collection of historic aircraft is undergoing conservation.

The Extreme Steam tour went in search of Brooklyn's remaining steam engines under the able guidance of Conrad Milster [SIA]. Conrad is historian and engineer at the Pratt Institute Power Plant, an ASME landmark. Charles Pratt, an oil baron, established the Pratt Institute in 1887 as a technical school. The power plant has been generating electricity for Pratt's facilities ever since and is an operating museum, with engine-generators and boilers dating mostly from the first decades of the 20th c. Extreme steamers inspected the powerhouse of Cascade Laundry to view its two-cylinder Skinner vertical Uniflow engine and PS. 157 (Franklin School) to view a ca. 1907 Lycoming steam engine, until recently used to drive ventilating fans. Domino Sugar has been a north Brooklyn landmark since 1884. The refinery stopped processing raw sugar in the 1970s and now receives liquid sugar for final processing and packaging from other plants, including Domino's facility in Baltimore (tour site—Annual Conference 1995). It generates some of its own power using generators and boilers, mostly dating from the 1950s and later, though much late-19th-c. equipment, now unused, remains on site.

About 20 SIAers traveled by mini-bus to see activities at a series of small manufacturing concerns on the East New York tour led by Kay Barczak [SIA]. The east side of Brooklyn is not known historically for its industry, consisting mainly of residential and commercial neighborhoods built from the 1880s to 1920s. East New York suffered from urban blight beginning in the 1960s, but recently it has been making a comeback and several manufacturers have been attracted there by revitalization efforts, including the 77-acre East Brooklyn Industrial Park. Adriatic Wood Products, founded (continued on page 5)
2002 Vogel Prize Winner

David Salay

Each year the SIA recognizes outstanding scholarship within the field of industrial archaeology with its Robert M. Vogel Prize. The award honors the author of the best article to appear in the Society's journal, IA, within the past three years. Articles under consideration have a clearly stated thesis, a well-constructed narrative, and an understandable conclusion. The analysis of material culture plays an important role in articles considered for the prize, as does the use of high-quality illustrations. The prize consists of a cash award and a wooden foundry pattern and plaque engraved with the recipient's name.

At the Annual Business Meeting, this year's award was presented by Vogel Prize Committee Chair Susan Appel to David Salay for his article, "...as important and vital to successful mining, as the sap is to the tree: The Dorrance Colliery Fan Complex, Wilkes-Barre, Pennsylvania," in vol. 26, no. 1. This article tells the story of a virtually intact complex of coal-mine ventilating fans. Rediscovered in 1983, the fans were installed in 1883, 1889 and 1936 for the Dorrance Colliery, originally the Lehigh Valley Coal Co. David's article begins with those fans as important (and endangered) artifacts of the coal-mining industry. It proceeds effectively to interpret them within the historical context of 19th- and 20th-century mining in the anthracite region of Pennsylvania.

The quotation in David's title—"as important and vital to successful mining, as the sap is to the tree"—comes from an 1880 Bureau of Mines report that points out the significance of such fans to the very lives of coal miners. In his article, David develops that fact. He shows how these fans and the shafts to which they were connected brought fresh air to miners working deep underground, and removed noxious and very dangerous gases like methane. Through the remarkable physical remains at this site, he discusses the evolution of fan technology between the 1880s and the 1930s. He also explores the motivations of the company, demonstrating its concern to use the latest and best available equipment—to protect the mine property, of course, but also to protect its workers—and typically exceeding government requirements for the amount of air circulating through the mine. While there were accidents, they were fewer here than in most of the region's mines, and they led to improvements that lessened the inherent dangers of mining. This attention to the impact of the fans on the miners' lives gives the story of the Dorrance Colliery fans a significant human dimension that extends to the closing of this and many other mines in the Wilkes-Barre area with the flooding of the Knox Mine Disaster in 1959. In other words, David's article goes well beyond the details of fan design and development. It also presents those aspects of this complex very effectively, using good writing augmented by good photographs, maps, diagrams and drawings. And David makes a case for the preservation of this fan complex, including, as it does, what is probably the only surviving example of the most common type of fan once used in the anthracite region. All in all, this article is well written, clear, detailed and multi-dimensional as it explains the importance of the Dorrance Colliery's fan complex to the history of the coal-mining industry.
Charles A. Parrott
2002 General Tools Award Recipient

The Society for Industrial Archeology General Tools Award for Distinguished Service to Industrial Archeology recognizes individuals who have given sustained, distinguished service to the cause of industrial archeology. Nominations for the award may be made by any member in good standing. Criteria for selection are as follows: The recipient must have given noteworthy service, over an extended period of time, to the cause of industrial archeology. The type of service is unspecified, but must be for other than academic publication. It is desirable, though not required, that the recipient be a member of the SIA. And, finally, the award may be made only to living individuals. The Award was established in 1992 by Gerry Weinstein, Chairman of General Tools Manufacturing Company, and is funded through an endowment created by the Abraham and Lillian Rosenberg Foundation. Previous recipients of the General Tools Award are Emory Kemp, Robert Vogel, Margaret Gayle, Ed Rutsch, Pat Malone, Helena Wright, Vance Packard, Eric DeLory, and Robert Merriam.

The following citation was read by General Tools Award Committee Chairman Vance Packard at the SIA's Annual Business Meeting, Brooklyn, NY. The award consists of this citation, a commissioned sculpture (the famous Plumb Bob), and an honorarium of $1,000.

No one in this country has been more closely involved in industrial archeology for so long as the recipient of this year's General Tools Award. His work in IA goes back to the late 1960s. He was one of the first employees of the Historic American Engineering Record (HAER). He was also one of the founders of the SIA. Although he has never sought elected position in the national organization, he has always been a loyal SIA member, taking on important roles in organizing conferences and tours, giving many presentations, and helping to make Southern New England Chapter (SNEC) one of the most active chapters. His most important contributions to industrial archeology have been in his professional work as an award-winning historical architect and park designer. Throughout his incredibly productive professional career, he has focused on industrial communities and structures. The powerhouse system at the Slater Mill Historic Site could not have been re-created without his design skills. We would not have the Lowell National Historical Park if it had not been for the HAER survey that he co-supervised. Neither the city of Lowell nor its Park would be as successful without his constant efforts for more than two decades. He was the chief historical architect of the Lowell Preservation Commission from 1980 to 1995. Now he is Chief Architect for the Lowell National Historical Park.

Chuck Parrott may have had some conflicts that forced him to miss a couple of SIA conferences since the founding meeting in Washington, but he's been at almost all of them. His slide-illustrated talks have graced the program time after time. He helped Pete Molloy and Pat Malone organize the first Lowell Conference in 1974, and he was one of the principal coordinators and tour directors of the 1984 Boston conference. The Boston guidebooks and maps, designed by Chuck, are some of the best SIA has ever produced. At the same time, SIA and SNEC sponsored a combined meeting with TICCIH, a monumental task that taxed the endurance of everyone involved. Chuck wrote the guidebook and ran the TICCIH "excursion" in Lowell. When you ask for Chuck Parrott's help on some SIA activity, you get it. He loves the SIA and he pays his dues, literally and figuratively. He does his work quietly and without a lot of fanfare, but he is always there when you need him.

It would be time consuming to list all the IA projects that Chuck Parrott has done as a private consultant or as an employee of the HAER, the Preservation Assistance Division of the NPS, the Lowell Historic Preservation Commission, the Lowell National Historical Park, or John Milner Associates. Chuck's dedication to industrial research never falters. Although he has never been an academic, he has published a fine book on historic buildings in Lowell, several guidebooks, and an article with Pat Malone for IA. He has also been a contributing author to many archeological reports. His photographic skills and craftsmanship are very impressive.

Many industrial archeologists have learned field recording by following Chuck around industrial sites with a tape in their hand. No one is better than he is at this key step in the recording process, and no one is more generous with his time when an emergency recording project comes up. Chuck is always willing to teach people how to record and very patient with beginners. He shares his skills willingly, always eager to improve the state of our field.

Without Charles Parrott, the Lowell National Historical Park and its environs would simply and emphatically not be the place, the showplace, of industrial archeology that they have become under his guidance and direction. His influence on that scene has been profound, and it is visible to anyone who drives down Merrimack Street and sees the impressive reconstruction of the industrial city's streetscape that has occurred under grant programs he has watch-dogged, or who drive past the many industrial buildings restored, redeveloped, and re-used under his stewardship, or who walks along the miles of walkways along the power canals. These walkways bring people to Lowell's power system in ways never before possible. Parrott not only designed them, from paths to fencing to lighting, but supervised every detail of their construction. His work now transforms the meaning of the city for residents and visitors alike on a daily basis. Even the fans attending Lowell's minor league baseball team in its new ballpark—a sign of the revitalization of the city Parrott's work has supported—enjoy the restored, dusky-red lenticular truss bridge over the Merrimack River lying beyond the outfield fence, that benefited from Parrott's research, including the discovery of its surprising original color.

Parrott is a rarity among architects, possessing a sophisticated understanding of the architectural past. His devotion to the task of re-creating Lowell, through grant-supervision, design, and construction, has kept him in his position there for years beyond the planned expiration of the government's mandate for such work. Many millions of the government's dollars have been well-spent because of his dedication and insights. His mark is distinct, from boardhouses to bandstands, to the Promenade on the Great River Wall of the Northern Canal. The city and the park, and all who come to them, are the beneficiaries of his elegant design, his unflagging attention to detail, his efforts to present, preserve, and make accessible (literally and figuratively), this great industrial city. ■
thrive in the city. Its deepwater piers, self-contained rail-road, trolleys for transporting workers, fleet of tugs and ferries, and state-of-the-art warehouses attracted enough business that by 1937 it handled 16 percent of all import and export cargo at the Port of New York. The Brooklyn Army Terminal is a masterpiece of industrial architecture, designed by Cass Gilbert and completed before the end of WW I. The terminal includes three piers with transit sheds and two giant warehouses, remarkable for their cavernous central halls with an ingenious system of elevators and offset balconies for moving goods between the multi-story storage areas and land transport, be it railroad car or truck. The Brooklyn Army Terminal was taken out of service in 1960. It now has a variety of tenants, including Mead & Josipovich, a custom architectural woodworking firm that welcomed the SIA to see its shops while touring the terminal. Lunch included a tour of historic Greenwood Cemetery.

Woodworking and many other skilled crafts were on display at Steinway & Sons, a featured stop on the Other Borough tour to Queens led by Gerry Weinstein [SIA]. The highlight had to be the demonstration of bending the wood case of a grand piano using roughly the same process developed in the 1860s. A group of burly workers took the nearly 20-ft-long, dozen-PLY-thick case stack and bent it around a metal press in an amazing show of strength and teamwork. Exceptionally high standards of materials and craftsmanship go into the making of these fine instruments—

Steinway even counts the grains in each piece of wood to make sure they match specifications established by the Steinway family over a century ago. The next stop, Cecilware, offered SIAers a contrast in production methods; there, assembly-line techniques are used to make commercial coffee and ice tea brewers, hot chocolate dispensers, and powdered cappuccino makers of the kind often seen in convenience stores, as well as grills and fryers for small delis. The Astoria Generating Station, built in 1953 by Con Ed and now owned by Orion Power, burns a combination of fuel oil and natural gas to generate electricity with its six units. In addition to touring the control rooms, generators, and boilers, the

Hanging the Vogel Prize on the Wall

Since its earliest days, the SIA has striven to promote high scholarship. When the idea for a prize emerged in the early 1980s, then SIA President Ted Penn set about beating the bushes to find a sponsor. Eventually, the Norton Co., the abrasives manufacturer based in Worcester, MA, agreed to fund the Norton Prize for the best article published in IA over the previous three years. First awarded in 1982, the prize included a check for $100. Later the prize winners and the titles of their essays were listed on the back cover of IA.

What had seemed noteworthy as a monetary prize in 1982, seemed paltry by 1997. At the annual conference in Houghton that year, outgoing Norton Prize chairman, Carter Litchfield, approached next year's chairman, David Simmons, to discuss the possibility of augmenting the check with a physical award. As it happened later that same fall, the Montgomery County Historical Society of Dayton, OH, announced the sale of a large number of wooden foundry patterns donated to them by a local company. Simmons selected and purchased fifty patterns, measuring about 14 × 18 inches each, envisioning that this would be fifty years worth of awards (although not anticipating the possibility of an award to dual authors as has proven to be the case).

Litchfield and Simmons then set about turning the patterns into actual awards. The first order of business included researching the background of the Platt Foundry, which, as a happy happenstance, was a one-time manufacturer of oil mill machinery, Litchfield's lifelong research passion. A concise summary of the firm's history and an explanation of the pattern's use were prepared for inclusion on an aluminum plaque to be mounted on the rear of each pattern. More challenging was attaching the recipient's name to the pattern without defacing an industrial artifact. This was solved by creating another aluminum plaque that mounted on the back side but stuck up high enough to print the award and the recipient's name. A Columbus, OH, firm screen printed the text onto both plaques, leaving space for future recipient's names. Each award, encompassing a pattern, plaques, and mounting screws, were enclosed in protective plastic bags and a heavy cardboard box (packaging companies are still sending their catalogues) so that it could be shipped in the event a recipient was not present at the annual business meeting and to facilitate storage.

The first of the new physical awards was given to Terry Reynolds at the Indianapolis meeting in 1998. Fortunately Pat Martin drove a van from Houghton, so clandestine arrangements were made to transfer the remaining forty-nine boxes to the van without the first recipient's knowledge.

After repeated reorganizations, the Norton Co. had lost interest in supporting the award. In 2001, the SIA Board of Directors decided that rather than seeking a new corporate sponsor, it would be most fitting to rename the prize in honor of Robert M. Vogel in recognition of his role as one of the original founders of the SIA and of his many contributions to the society (SIA, Summer/Fall 2001). This, of course, meant revising one of the sets of aluminum plaques, so that David Salay could receive the first Vogel Prize at the 2002 Annual Meeting. Unexpectedly, the renaming has also prompted several members to make unsolicited contributions in support of the mone tary prize, which has been raised to $250.

David Simmons
group traveled to the roof for a spectacular view that included the nearby Hell Gate Bridge. IA was on display at the Interborough Rapid Transit Co. Substation No. 27. Built in 1927, the substation was originally furnished with even older machinery salvaged from other stations in the city. It has the last example of a 1902-vintage, 1,500-kW Westinghouse "Manhattan" rotary converter moved from a station of the Manhattan Elevated Rwy. and three 2,000-kW GE converters from ca. 1910. Thanks to limited budgets and dedicated repair crews, the No. 27 substation was never upgraded. It operated until 1995 and there are hopes to preserve it as a historic site.

The Stone Cold Iron tour, led by Mary Habstritt [SIA], was for those who don't mind cemeteries, of which Brooklyn has quite a few, memorialized in numerous movies and TV shows. Some local industries still supply services to the funerary business, including Michael J. Colonna, one of the very few monument carvers still cutting stone by hand. The Ottavino Corp. is also a stone-cutting business, housed in a building built in 1915 for a monument carver that served three nearby Jewish cemeteries. Ottavino's current work is mostly in building and fine arts restoration. Among their significant projects have been Brooklyn Borough Hall, the U.S. Custom House in lower Manhattan, and reconstruction of the Whitney Museum's granite facade, not to mention reconstruction of the 2,000-year-old Egyptian Temple of Dendur for the Metropolitan Museum of Art. Lunch included a tour of the nearby Acadia Cemetery. A stop at Dallis Bros. Coffee Roasters sped the Stone Cold tour goers on their way, but this was no trendy coffee boutique; it's the shop established by Russian emigrants Abe and Morris Dallis in 1926. The Long Island RR's Hillside Maintenance Complex is a modern facility serving the nation's busiest commuter railroad. SIAers saw robots and automatically guided vehicles (AGVs) retrieving and delivering spare parts and learned about car repair and the demanding job of keeping up with an aging fleet that suffered many years of deferred maintenance.

From Boats to Boxes, the last of the Friday tours led by Bill Wilkie [SIA], took in the Brooklyn Navy Yard, the city's oldest operating industry, tracing its origins to a private shipyard established in the 1790s. The U.S. Navy acquired the 255-acre facility in 1801. The oldest building on the property is the Commandant's House (1806). The group toured the dry docks, including Dry Dock No. 1, built between 1841 and 1851. By WW I, the yard numbered six dry docks, two building ways, eight piers, 270 buildings, 19 miles of streets, and 30 miles of railroad tracks. Much of the historic fabric of the yard is intact even though the Navy moved out in 1966 and space is now leased to 35 tenants, including Seatrain Ship Building, Coastal Dry Dock & Repair, and Mursel Mirror. The boxes in this tour's name refers to the several brick factories, built beginning in 1887 by Robert Gair for his box-making business. Among Gair's most important innovations was a machine for folding paper boxes and the corrugated cardboard box.
a major factor in the country's transition to pre-packaged foods. Boxes are no longer made here, but packaging is an important part of what goes on at Pfizer in the Williamsburg neighborhood. Cousins Charles Pfizer and Charles Erhart established the company after emigrating from Germany in 1849 and recognizing the need to produce medicinal chemicals not then available in the U.S. Early products included santonin, borax, camphor, iodine, and cream of tartar. The Brooklyn facility has kept step with the times and now produces such popular prescription products as Viagra, Zithromax, Glucotrol XL, and Zyrtac, among many others. A large part of the operation is devoted to labeling and packaging of dosages ready for distribution to customers. Courtesy of the NY State Parks Dept., the group also got to visit the Empire Stores.

Some of these monumental landmark warehouses date to 1869.

Friday's activities concluded with a newcomers' reception and a show-and-tell session held at Polytechnic University. Juniors cheesecake, a Brooklyn favorite, was served. Saturday's paper sessions were also held at Polytech, with sessions on bridges, water supply, the Ben Schroeder saddletree factory, the silk industry in the Lehigh Valley, mining, ethics in IA, and a host of other subjects. Apropos to this year's conference, two sessions in the afternoon were devoted to the Port of New York and the Brooklyn waterfront. Henry Penosi, noted engineer, historian, and author of several popular books on the history of technology including The Pencil, To Engineer is Human, and Engineers of Dreams, gave a keynote address at midday on the topic of Brooklyn's bridges. After the address, the Society held its annual business meeting (see minutes elsewhere in this issue). An excellent banquet accompanied by donated wine and champagne at the Kino Restaurant in DUMBO, overlooking the East River, completed the day.

Saturday morning opened a special treat; an article on the SIA was on the front page of the NY Times Metro Section (June 8). It was written by staff reporter Andy Newman, who had joined us for the Extreme Steam Tour on Friday. The article, entitled Finding the Beauty in Vintage Tech, gave the SIA great exposure and generated at least 90 new members through our Web site. National Public Radio picked up on the article and featured an interview with SIA Executive Secretary and IA editor Pat Martin on the Todd Mundt Show, July 23. The show can be heard via the Internet at http://toddshow.org.

Sunday morning Conferences gathered at the Atlantic Basin to board a double-deck boat for a brunch cruise on the East River. Tom Flagg [SIA] provided narration and an excellent little hand-out. There is no doubt that much of Brooklyn's industrial heritage is best seen from the water, and we cruised from Red Hook north to beyond the Queensboro Bridge. On the return, the boat was met at the tip of Manhattan by the John J. Haney, a retired 1931 fireboat, which put on a full water display from its monitors to the delight of all of those aboard.

Sunday afternoon, the choices were a Mystery Rail tour or a Brownstone Brooklyn walking tour. Those on the mystery rail tour boarded the F Train little knowing they would end up at NYC Transit's Coney Island Overhaul Shop. The shops provide repair and maintenance services for more than 5,800 subway cars. It is the largest subway car repair shop in North America, with 25 acres of buildings and about 800 employees. Since it was Sunday, only the skeleton shift was on duty, but upper management was on hand to give us a VIP welcome. We had free reign to inspect the electric motor shop, the pneumatic shop, the car repair shop, wheel and axle shop, and the yards, including the interlocking tower.

Architect Carl Kaiserman led the Brownstone Brooklyn tour through Brooklyn Heights, NYC's first historic district. Brownstone is a rich, chocolate-colored sandstone, soft and easy to carve, quarried near Paterson, NJ, and Portland, CT. Historically, it was an inexpensive substitute for granite, and although used elsewhere throughout the eastern U.S. as a building material, it was so popular during Brooklyn's mid-19th-c. boom that the borough became known for its brownstone-fronted houses and the term "brownstone" a synonym for townhouse.

Many SIAers stayed on through Monday for post-conference tours. The Bush Terminal Redux tour offered attendees a second chance to see this complex, but with an emphasis on its rail operations. Tour leader Doug Diamond provided a custom-made brochure describing the waterfront railways and the facilities that served them. A very popular tour was to Coney Island, led by historian John Manbeck. The group got inside the workings of the 1918 Wonder Wheel (Ferris wheel), a look at the 1929 Cyclone rollercoaster, and, of course, are Nathan's Famous hot dogs. Other members joined George Bulow [SIA] for a walking tour of Lower Manhattan, taking in the Woolworth Building, the NY
 minutes (continued from page 9)

awards, tours and conferences, and a few miscellaneous items such as the new membership directory, which was $6,395. The SIA closed 2001 with excess revenues over expenses of $13,381 and a total fund balance of $198,612 of which $16,029 is in restricted funds. To date in 2002, the Society has had a total of $32,621 in cash receipts and has expended $17,574.

A moment of silence was held for members who passed away during the past year—John Light, Thorwald Jorgensen, and Robert and Winnifred Talbot.

Tours and Conferences: Roebling Chapter president Paul Bartczak thanked all of the members present for coming to Brooklyn. He introduced the conference coordinator, Roebling Chapter Vice President and SIA Director Mary Habstritt (who was greeted with loud applause), and commented that the conference would not have been possible without her leadership. Mary asked all of the volunteers who helped with the conference to stand and be recognized. President Miller then presented Mary with a book of WPA photographs of New York City as a token of thanks. The study tour to Sweden in Sept. is fully subscribed. Christopher Marston and Robert M. Vogel are the tour's United States organizers, and Kristen Mogen is the tour organizer in Sweden. Lance Metz gave a brief overview of this year's fall tour in the Lehigh Valley, PA. Montreal is the site of the 2003 Annual Conference. President Miller invited and urged anyone living in an area of industrial sites to see her or Director Mary Habstritt with proposals for future annual conferences or fall tours.

Membership and Outreach: President Miller observed that the SIA now has 1,800 members. It is strong and still growing. We sent out a new directory last year to all members. We are enlarging our advocacy role, writing letters of support for several endangered historic industrial sites. Under Director Bob Stewart, we are developing a grant program, and under Director Bob Kaspich we have been developing a program of training sessions. Nearly 80 new attendees were at this meeting, fully one-fourth of our registrants. They received a round of applause as welcome. President Miller thanked Amanda Cronhend for her initiative in welcoming newcomers via a special reception.

Local Chapters: An SIA tradition is to welcome SIA chapter members by asking representatives of each of the current 13 local chapters to stand and be recognized. Director Bob Stewart announced that the Board of Directors has accepted the application of the new Wabash & Ohio Chapter, centered around Indiana, northern Kentucky, and southern Ohio.

Publications and SIA HQ: President Miller continued by remarking that Michigan Tech had been headquarters of the SIA since 1995. She recognized Pat Martin as the Journal editor and Executive Secretary, and urged the membership to submit papers to him for publication consideration. Pat asked to speak on this topic briefly, and said that he doesn’t have the quantity and quality of papers necessary to keep the Journal full. He appealed for submissions. He introduced Terry Reynolds as the book review editor. Terry commented that he is always looking for new reviewers and timely submissions. President Miller then introduced Patrick Harshbarger, editor of the Newsletter, and Don Durfee, the SIA office manager. She added that Don handles memberships, the Web site, processes registrations, and many other things.

Student Scholarships: Alicia Valentino and Timothy Mancl received student scholarship awards to attend the annual conference and stood to be recognized.

Awards: Susan Appel presented the Vogel Prize to David Salay, who could not be present but sent him thanks and regards. Vance Packard presented the SIA General Tools Award for Distinguished Service to Industrial Archeology to Chuck Parrott.

Elections: President Miller thanked the members who are rotating off the Board after this meeting: Past President Sandy Norman, and Directors Louise Trottier, Lance Metz, and Richard O’Connor. She called for each of them to stand, and the assembly gave them warm applause for their service. Nominations Committee Chair Patrick Harshbarger announced this year’s election results. Elected President was Vance Packard; elected Vice President was Christopher Andrews; elected to the Board of Directors were Betsy Fahlman for the 2-year unexpired term, and Susan Appel, Perry Green, and Bode Marin for full 3-year terms; and elected to the Nominations Committee was Justin Spivey. Patrick thanked all those who had agreed to run for office, and encouraged all active members to consider serving as an officer, adding that the Nominations Committee is always glad to receive nominations.

Respectfully submitted,
Richard K. Anderson, Jr.
Secretary
GENERAL INTEREST

Joyce Brown, et. al., eds. *Studies in the History of Civil Engineering*. 12 vols. Ashgate (www.ashgate.com), 1997-2002. £850 for the set, £85 for indiv. vols. Each vol. of the reference library begins with a substantial introduction by an expert in the field and is followed by articles, originally published in a wide range of journals, conference proceedings, and the like, many hard to consult, and selected to represent the current state of knowledge and scholarship. Studies cover civil engineering from antiquity to the early 20th c. The 12 vols. are: Engineering of Medieval Cathedrals; Masonry Bridges; Viaducts and Aqueducts; Land Drainage and Irrigation; Dams; Water-Supply and Public Health Engineering; Port and Harbour Engineering; Civil Engineering of Canals and Railways before 1850; Development of Timber as a Structural Material; Structural Iron, 1750-1850; Structural Iron and Steel, 1850-1900; Early Reinforced Concrete; Structural and Civil Engineering Design. [Note: many of these individual vols. have appeared in previous Publications of Interest. The 12 vol. set is now complete and avail.]


William R. Haycraft. *Yellow Steel: The Story of the Earthmoving Equipment Industry*. Univ. of Ill. Pr. (1-800-545-4703), 2001. 488 pp., photos, $23.95 paper. Examines the tremendous increase in the scope of mining and construction projects, from the Suez Canal through the interstate highway system, made possible by innovations in the earthmoving industry. Post-WW II economic and political events spurred the development of more powerful and agile machines. Caterpillar, Allis-Chalmers, International Harvester, J. I. Case, Deere, and Massey-Ferguson. The author worked for many years in international marketing for Caterpillar.


Alec Skemp, et. al., eds. *Biographical Dictionary of Civil Engineers in Great Britain and Ireland, 1500-1830*. Thomas Telford Pub. (www.thomastelford.com), 2002. 944 pp. £76. Careers and achievements of more than 800 individuals who carried out civil engineering work or otherwise contributed to the development of the profession.


- Robert Young. 'A Dialogue I'll Tell You as True as mee Life ...': Vernacular Song and Industrial Archaeology. IAR 24,1 (May 2002), pp. 11-22. The social context of working people's lives as revealed in sources traditionally ignored by the empirical study of industrial sites and artifacts. Examines vernacular song as a source of information, and considers in detail three such songs from the northeast of England coalfield.

- Ulf Erdmann Zeigler. The Becher's Industrial Lexicon. Art in America (June 2002). Full-length interview of the husband and wife team who have documented hundreds of industrial structures in Europe and the U.S. Reproduces Becher collages of German exposed framework houses, coal breakers, silos, water towers, cooling towers, hoists, grain elevators, and industrial walls with conduits.

BRIDGES


- Kirk Johnson. Tilting at Windmills, Only This One's a Bridge. NY Times (July 1, 2002). Cantilever, deck- truss railroad bridge, built in 1888, over the Hudson at Poughkeepsie is embroiled in a preservation controversy. A court has ordered a stop to all repairs and tours.


- Benjamin Wallace-Wells. Homecoming for 111-year-old Span. Philadelphia Inquirer (Apr. 11, 2002), Sec. B. p. 1. Pony-truss bridge in Bergen Co., NJ, is relocated to the site where it was made in Phoenixville, PA. Patrick Harshbarger and Lynn Rakos [SIA] were interviewed.

IRON & STEEL


- Richard Martin. Melt Down. Wired (Feb. 2002), pp. 88-93. Decline and rebirth of the Bethlehem Steel works as a museum of industry is a case study in globalization [will be a tour site, 2003 SIA Fall Tour].


CHEMICALS INDUSTRY


- Anne Cooper Funderburg. Paint Without Pain. T&C (Spring 2002), pp. 48-54. Brief history of paint industry with focus on Wetherhill's white-lead factory in Philadelphia (early 19th c.), Sherwin-Williams ready-made paints (1870s-80s), and Glidden latex paints (late 1940s).


AGRICULTURE & FOOD PROCESSING


CALL FOR NOMINATIONS—SIA OFFICERS, DIRECTORS, COMMITTEE MEMBERS

Your Society Needs Your Help

The SIA depends on the freely given time and experience of its members to administer the organization and organize its activities. Here’s an opportunity for you or a colleague to give back to the Society by offering to serve. You have more to give than you may think and your voluntary time and experience are wanted and will be appreciated. Please don’t hesitate to nominate yourself—it may be the only way you know you’re out there and available. Modesty here is not a virtue. The deadline is December 31, 2002. If you’re not sure, call or email me and let’s talk about it.

Coming up in 2003 are five openings: secretary, treasurer, two directors, and one member of the nominations committee. Submit your name or the name of a colleague, keeping in mind that each candidate must be an SIA member in good standing and must consent to being considered for nomination.

Bob Frame
Chair, Nominations Committee
612-341-8140; frame@mnpreservation.org

Positions open in 2003:
- Secretary (3-year term) serves as a member of the Board of Directors, takes official minutes at board meetings and the annual business meeting, and maintains the official records.
- Treasurer (3-year term) serves as a member of the Board of Directors and maintains the SIA's accounts and financial statements.
- Directors (3-year term), two of seven directors on the Board of Directors, which meets three to four times per year, including during the annual conference. Directors govern official business of the SIA and chair committees that oversee Society operations, such as publications, tours and conferences, and local chapters.
- Nominations Committee (3-year term) serves as one of three elected members who oversee the annual nominations and elections. The newly elected member chairs the committee during the final year of the term.

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

Please submit nominations by December 31, 2002, to the committee chair: Bob Frame, Preservation Alliance of Minnesota, International Market Square, Ste. 54, 275 Market St., Minneapolis, MN 55405; 612-341-8140; frame@mnpreservation.org. If you’re unsure about the process or the obligation, please call or email.

Editor's Note: The Board of Directors requested that this year’s call for nominations appear in the newsletter to save the society the considerable cost of a separate mailing. The bylaws state that the Nominations Committee shall request suggested nominations by the members by means of a printed announcement at least thirty (30) days prior to selection by the Nominations Committee, Section 2.05 (a). This is that printed announcement.

SIA Officers and Directors, 2002-2003
- Vance Packard, President (2002-04)
- Chris Andreae, Vice President (2002-04)
- Carol Poh Miller, Past President (2002-04)
- Richard K. Anderson, Jr., Secretary (2000-03)
- Nancy K. Batchelor, Treasurer (2000-03)
- Susan Appel, Director (2002-05)
- Perry Green, Director (2002-05)
- Mary Habstritt, Director (2000-03)
- Betsy Fahlman, Director (2001-04)
- Robert Kapsch, Director (2001-04)
- Bode Morin, Director (2002-05)
- Robert Stewart, Director (2000-03)
- Patrick E. Martin, Executive Secretary and Editor IA
- Patrick Harshbarger, Editor SIAN

Nominations Committee
- Bob Frame, Chair (2000-03)
- Michael Raber (2001-04)
- Justin Spivey (2002-05)
- Carol Poh Miller, ex officio (2002-04)


James F. O'Gorman. The Vanishing Landscape and Architecture of the New England Tobacco Fields. Univ. of Penn. Pr., 2002. 144 pp., illus. $34.95. Includes tobacco barns.

Bill Osinski. In Cairo, Syrup was King: After More than 100 Years, the Industry Is Gone. Adames Journal-Constitution (Mar. 22, 2002). S. A. Roddenberry estalished a cane-syrup business in Cairo, GA, about 1862. The high-school football team was even called the "Syrupmakers." Dallas-based Dean Foods Co. is closing the last of the syrup-making operations.

Michael Pollan. Power Steer. NY Times Magazine (Mar. 31, 2002). Described as the "biography of a cow." Reporter buys
steer and follows the details of its life from the ranch, to feedlot, to packing plant.


- Paul Sloca. Cost Spelling End of Coke Icon. Rome (GA) News-Tribune (Dec. 19, 2001) AP Wire. The Jefferson City (MO) Coca-Cola Bottling Co. will close the line that fills the famous 6-5-oz green bottles because of problems with customers not returning the bottles and the retirement of the employee who ran the bottling line for 31 years. It was one of three 6-5-oz bottling lines still in operation in U.S. [Does not say where the other two are.]

**MISC. INDUSTRIES**


- Mary and James Gage. The Art of Splitting Stone: Early Rock Quarrying Methods in Pre-Industrial New England, 1630-1825. Powwow River Books (163 Kimball Rd., Amesbury, MA 01913; jrgage@nsa.edu), 2002. 63 pp., illus., $10. Drawing upon historical accounts and archaeological reports, pieces together the early history of rock quarrying. Eleven different stone splitting methods are documented, including one unique to New England. Authors have discovered a rare archeological site where some of the tools used in latter method are still stuck in the rock.

- Archie Green. Tin Men. Univ of Ill. Pr. (1-800-545-4703), 2002. 216 pp., illus., $24.95 cloth. For centuries, the history and lore of tinners, tinniers, tinsmiths, and sheet-metal workers have been represented through figurative sculptures known as tin men. Some served as sheet metal shop's trade signs or proved an apprentice's competence. Exploration of the relationship of tin men to craft education, union traditions, labor history, and social class. Inventory of tin men in museums and metal shops.

- John T. Labbe and Lynwood Carranco. A Logger's Lexicon. Timber Times Pr. (www.timbertimes.com), 2001. 240 pp., illus., $48.95. Tom Hull [SIA] writes: "Don't know a robbers stick from a road monkey? Can't tell the difference between plugging for pitch and a plumb-bob squirrel? If logging terms have you so confused that you mistake your gut hammer for a gumboot show and you're running around the words like a blind dog in a meat house, then it's time to consult A Logger's Lexicon. I haven't had so much fun with a book in years. It's not for the prim and proper or politically correct. Previous dictionaries were restricted because of publishing taboos of the times. The authors thought it was time for a dictionary of historical accuracy, one that records what loggers, with their unique lingo, really called things. 'This book is absolutely uncensored.'"

- Frank R. Levstik. Ohio Liberty Trucks. Timeline (May/June 2002), pp. 32-39. The first Class B Liberty War Trucks were built by the Gramm-Bernstein Truck Co. of Lima and came off the assembly line on Oct. 17, 1917. Timeline is the magazine of the Ohio Historical Society, 6 issues/yr., $30. Avail: 1982 Velma Ave., Columbus, OH 43211.


**BUILDINGS & STRUCTURES**

- Arnold Berke. Mary Colter, Architect of the Southwest. Princeton Architectural Press, 2002. 320 pp., illus., $24.95. Working almost exclusively for the Fred Harvey Co. and the Santa Fe RR, Colter's career spanned the first half of the 20th c. She designed numerous structures at Grand Canyon and other locations on the Santa Fe, including Harvey Hotels and depots, as well as tourist attractions, combining natural features with designs inspired by prehistoric ruins and Pueblo architecture.

- Wilber W. Caldwell. The Courthouse and the Depot. Mercer Univ. Pr., 2001. 613 pp. $50. Examination of courthouse and railroad depot architecture in Georgia from 1833 to 1910. Relates railroad development to architecture and economic aspirations of rural communities. Communities at railroad junctions had highly stylized court buildings, while those not at junctions were plain. Includes regional maps showing rail lines, dates of construction, company names, etc.

- Glenn Collins. A Slow Return as a Hub for Aviation. NY Times (Apr. 27, 2002), p. A14. Newark Airport's first terminal, opened in 1935, is being restored. The Art Deco building was the New York metropolitan area's first passenger terminal to integrate an airfield, administration, air-traffic control tower, meteorological services, a hotel room for pilots, luncheonette, and baggage facilities. It was considered the busiest air terminal in the world in the late 1930s.


- Robert Pavey. Southern Standby: Plant Made Gunpowder for Confederacy. Augusta Chronicle (Apr. 9, 2002) and Birds
Endanger Monument (Apr. 19, 2002). Efforts to preserve and protect the 176-ft. brick smokestack built in 1861 at the Selby Mill in Augusta, GA.


WATER CONTROL & RECLAMATION


Lisa W. Foderaro. ‘Watery Graves’ Was No Figure of Speech. NY Times (May 14, 2002). Unusually low water levels at NYC’s Ashokan Reservoir in the Catskills reveals the stone-building foundations and remnants of villages that were taken over by eminent domain in 1913. Many residents still feel bitter for the loss of family homes and property. NYC Water Dept. plans exhibits at this and five other reservoirs west of the Hudson to commemorate sacrifice of communities displaced by the city’s water system.


Saved from the Dam: The Delaware Water Gap National Recreation Area is a theme issue of CRM v. 25, 3 (2002) that explores the impact of a dam that wasn’t, the Tocks Island Dam project, begun in the 1950s and blocked in the late 1970s. The area that the dam would have flooded is now a NRA with diverse historic properties, including farms, resorts, bridges, roads, and railroads, posing challenges to preservation and adaptive reuse.

James Stemgold. The Big Old Dam Still Thrills, but from Fewer Angles. NY Times (Apr. 27, 2002). Security measures at Hoover Dam spell an end to ‘hard hat tours’ for viewing the interior of the dam and limit the places visitors can go to view it from the exterior. The number of visitors has fallen from 1.3 million to 900,000 per year.


POWER GENERATION


Angelika Baumann. The Viennese Gasometer-City: A Container for Gas Becomes a Container for People. TICCIH Bulletin 16 (2002), pp. 1-7. Highly critical review of the adaptive reuse of the gasworks in Wien-Simmering, built in 1896-99. One of the gasholder houses has been turned into an event hall with seating for 3,000 people. Other buildings now house apartments, offices, parking, and a mall. Claims preservation was not served by removing all signs of machinery and original function.


MINES & MINING


Andy Fahrenwald. Samuel Knight’s Invention of a Unique Dredge Machine. Knight Club Noon Whistle, 3 (Apr. 2002), pp. 2-7. Samuel Knight’s dredge machine, patented in 1885, for removing overburden from gold-bearing gravel beds. The Noon Whistle is sent to members of the Knight Foundry and also includes updates on efforts to preserve and interpret the foundry [tour site—Annual Conference 1995]. Membership

CONTRIBUTORS TO THIS ISSUE

Richard Anderson, Jr., Surry, SC; Bob Bernacki, Bloomington, IN; James Bouchard, Pointe Claire, QB; Paul Brandenburg, Delphi, IN; Robert Briechle, Hudson, OH; Susan Bronson, Montreal, QB; Gretchen Buffein, Wilmington, DE; Arlene Collins, Houghton, MI; Ken Cupery, Rochester, NY; Eric DeLony, Washington, DC; Pauline Desjardins, Houghton, MI; Don Durfee, Winchester, NH. Remains of the last in a series of dams, built ca. 1910.


Angelika Baumann. The Viennese Gasometer-City: A Container for Gas Becomes a Container for People. TICCIH Bulletin 16 (2002), pp. 1-7. Highly critical review of the adaptive reuse of the gasworks in Wien-Simmering, built in 1896-99. One of the gasholder houses has been turned into an event hall with seating for 3,000 people. Other buildings now house apartments, offices, parking, and a mall. Claims preservation was not served by removing all signs of machinery and original function.


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begins at $18.72/yr. Knight Foundry, Box 1776, Sutter Creek, CA 95685.


➤ Hot Sauce Bottle Offers Peek into Mining Town's Past. Savannah Morning News/AP Wire (June 30, 2002). Short, quirky news item reports archaeologists have discovered the shards of a 130-yr-old bottle of hot sauce, perhaps one of the oldest ever found, beneath the site of the Boston Saloon of Virginia City.

➤ John R. Park. A Guidebook to Mining in America. Stonerose Pub. Co. (7741 SW 59th Ct., S. Miami, FL 33143; http://stonerosepub.home.att.net). 2 vols., 622 pp., photos, illus., glossary. $34.68. History of the mineral resource industries disguised as a travel guide. More than 1,700 entries: mining museums, museums with mining exhibits, tourist mines, viewable or tourable working mines, preserved ghost mining towns, mining monuments, stone quarries, blast furnaces, metal refineries, lime kilns, charcoal kilns, coke ovens, saltworks, saltpeter caves, petroleum refineries, pipelines, ore loading docks, ore boats, canals, industrial railroads, mine offices and houses, mints, assay offices, etc., etc. Also available is Maryland Mining Heritage Guide including Delaware and the District of Columbia. 88 pp., photos, maps, $11.95. Offers expanded coverage with 130 additional entries and text. [These are very comprehensive, interesting and user-friendly resource guides. Great to have along when traveling! —The Editor].

TEXTILES


➤ Rosa Serra. Colonies Textile de Catalunya. Angle Editorial (Passeig de Pere III, 14-16 5e 1a, 08240 Manresa, Spain), 2002. In Catalan with English translation. Textile mills that grew up along the rivers flowing from the Pyrenean Mountains through Catalonia are claimed to be the most intense exploitation of waterpower of any rivers in the world. Densely illustrated book examines their architectural and technical heritage.

RAILROADS


➤ Herbert H. Harwood, Jr. Invisible Giants: The Empires of Cleveland's Van Sweringen Brothers. Indiana Univ. Pr. (1-800-842-6796), 2002. $39.95. One of the most dazzling business phenomena of the 1920s. Cleveland's two bachelor Van Sweringen brothers came out of nowhere to control the country's largest railroad network. Simultaneously, they sponsored creation of the model upper-class suburb of Shaker Heights and the landmark Terminal Tower building.

➤ Eugene L. Huddleston. Uncle Sam's Railroads: The USRA and the Nation's Railroads. Indiana Univ. Pr. (1-800-842-6796), 2002. 196 pp., photos. $39.95. The US Railroad Administration was created during WW I to operate the railroads on their intensified wartime footing. As a result, the USRA changed the face of railroads forever and left America with twelve now-classic locomotive designs. Illustrated book presents a study of the 30-yr. impact of the USRA on steam locomotives.

➤ Industrial Railway Record is the journal of the Industrial Railway Society (UK). £13/yr., quarterly. It covers all aspects of industrial railways and locomotives in Great Britain and abroad. The most recent issue (v. 169, June 2002) includes Chris Fisher, The Woolpit Brickworks Railway (Suffolk); Clif Shepherd, Stephenson-Crossley Diesel Shunters; and Keith Chester, The Dura Delokovic Class 62 Locomotives (Yugoslavian tank locomotives). In addition to its journal, the society maintains an extensive book sales list with an emphasis on European industrial railways and mines. Info: R. V. Mulligan, Owls Barn, The Chestnuts, Aylesbeare, Exeter, Devon, EX5 2BY, U.K.

➤ William D. Middleton. When the Steam Railroads Electrified. 2nd Ed., Revised. Indiana Univ. Pr. (1-800-842-6796), 2001. Revised 2nd ed. of a highly sought after, comprehensive history of electrification that has been out of print for years.

➤ Bill Osinsky. 'Rolling State Park' Gets on Track. Atlanta Journal-Constitution (June 24, 2002). New excursion train called the SAM (Savannah-Americus-Montgomery) travels through Georgia cotton country. Stops at the Georgia Rural Telephone Museum (Cordele), reported as having the world's largest collection of historic telephone equipment.

ABBREVIATIONS:

CRM = Cultural Resource Management, published by the U.S. National Park Service
IA News = Industrial Archaeology News, published by the Assn. for Industrial Archaeology (UK)
IAR = Industrial Archaeology Review published by the Assn. for Industrial Archaeology (UK)
I&F = American Heritage of Invention & Technology
NRB = National Railway Bulletin, published by the National Railway Historical Society
SCA Journal = Society for Commercial Archaeology Journal
T&C = Technology & Culture: Quarterly of the Society for the History of Technology

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

Society for Industrial Archaeology Newsletter, Vol. 31, Nos. 3-4, 2002
Elusive American Truss Bridges

David Guise (SIA) is researching the evolution of the 19th-century American truss bridge for an upcoming book. In this, the sixth installment in a series (see previous issues for the Greiner, Kellogg, Steams, Thacher, and Horton trusses), he shares his research to date on an unusual truss in South Dakota. The series is intended to serve as a catalyst to elicit additional information, especially the location of historic photos, plans, descriptions, and surviving examples. Info: David Guise, Box 132, Georgetown, ME 04548; phone/fax (207) 371-2651.

Dell Rapids Bridge

Toward the end of the 19th century, the Dakota & Southern RR built a north-south line along the eastern edge of South Dakota, crossing the Big Sioux River near Dell Rapids, a small town north of Sioux Falls. The railroad erected a stone pier on a huge mid-stream rock, then built a set of trusses from the shores to the pier in mid-river. At first glance, each span of this two-span bridge appears to be a four-panelled Pratt deck-truss. A more careful examination reveals that the truss has a most unusual wrinkle.

The web struts in a standard Pratt truss are all true verticals. The struts in the Dell Rapids truss incline slightly, leaning inward toward the mid-span of the top chord. While this deviation might seem trivial, it constituted a sophisticated, logical innovation. It produced a slightly more efficient truss, and probably did so at a slightly lower cost.

The standard truss configuration divides the span length into a series of equal length segments, or panels. In a standard Pratt deck-truss, the sloped segments of the bottom chord at each end are longer than the horizontal segments in the middle panels, as they form the hypotenuse of a triangle.

The designers of the Dell Rapids Bridge, however, made all their tensile bottom chord eye-bar segments the same length, whether they were horizontal or sloped. The top compression chord was also comprised of equal-length parts. The length of each individual top-chord segment was slightly shorter than the length of each individual bottom-chord segment. The total length of the straight top-chord segments was less than the total length of the bottom chord segments due to the bottom chord's slightly longer sloping segments in the two end panels.

The unavoidable geometric ramification of the Dell Rapids solution was that the verticals could not remain vertical, but leaned slightly inward toward the center of the span. Only the center vertical remained a true vertical. Once the decision was made to make the inclined bottom chord segment in the end panels the same length as the horizontal segments of the bottom chord, all else followed.

The decision to fabricate the chords from equal parts has the obvious advantage of simplifying the manufacturing process. It would seem, in the absence of any records, that this was the motivating reason for the Dell Rapids configuration. All the bottom chord members have the same length. All top chord members have the same length.

Given the same span and load conditions, the Dell Rapids Pratt, when compared to a standard Pratt deck truss, turns out to be slightly more efficient. No penalty had been paid for simplifying fabrication!

If the Dell Rapids configuration both cost less and was structurally sound, one has to wonder why others did not independently arrive at the same solution, or even adopt its approach for the design of other bridges. Apparently someone came up with a workable and innovative approach, but no one noticed or took advantage of it.

Perhaps "better" is in the eyes of the beholder. The esoteric beauty associated with simplification and standardization of parts may have more appeal to 21st-century observers than to 19th-century practicing engineers, who perhaps felt that the gain was too trivial to be worth the bother. It always has been easier to go with the tried and true.

Of course we don't know for a fact that this bridge is unique; we just do not know of any others of the same design. The bridge no longer survives and our only evidence of its existence are photographs. It is an example of engineering ingenuity built in the wilderness by an unknown engineer, for reasons we can only guess. The Dell Rapids Bridge is a fascinating example of America’s obsession for tinkering.
Report on the 2002 Ironmasters Conference

The 2002 Ironmasters Conference was held April 26-28 at Athens, OH. A small but dedicated group attended this year's event, Exploring Ohio's Historic Hanging Rock Iron Region. Located in southeast Ohio, the region was the premier charcoal-iron-producing area in the U.S. just prior to the Civil War. It survived the transition to the coke age and is still producing iron.

The conference began Friday with an extended tour of the lower Hanging Rock Iron Region. Stops included the Welsh-American Heritage Museum in Oak Hill, where we were treated to exhibits celebrating Jackson County's Welsh iron-making heritage; the Jefferson Furnace, the last of the region's charcoal furnaces to operate, going out of blast in 1916; the Olive Furnace, one of the many furnaces that used natural rock outcroppings in its construction; the restored Vesuvius Furnace, located in the Wayne National Forest; and a visit to the Lawrence County Historical Society Museum in Ironton, once the home of ironmaster Col. George N. Gray. This long day was capped with a photo stop at AK Steel's Amanda Furnace, located just across the Ohio River in Ashland, KY.

On Saturday, the group heard presentations on the Hanging Rock Iron Region history, Kentucky iron history, New Jersey's Split Rock Furnace and Forge, and the manufacture of iron in shaft and pit furnaces scattered across Ohio. Sunday's first stop was the restored Buckeye Furnace, an Ohio state historic site, restored in 1976, followed by a visit to the Vinton Furnace Experimental Forest.

The 2002 Ironmasters Conference organizers would like to thank the Ohio Historical Society, the Welsh-American Heritage Museum, the Lawrence County Historical Society, Ray Boothe, Ralph Ramey, the Institute for the History of Technology & IA, and the SIA Three Rivers Chapter for making this event possible.

SIAers everywhere are urged to make the trek to the Hanging Rock Iron Region and see it for themselves! Also visit these Web sites for a virtual tour of the Hanging Rock Iron Region: www.oldindustry.com and www.users.hockinhills.net/~conway/index.html.

Lee Maddex

Ironmasters tour the Vesuvius Furnace at Wayne National Forest.

IA EXHIBITS

Franches Industrielles Entre Memere et Avenir (IA between Memory and Future) is an exhibit of photographs that has been traveling Europe with the aim of educating the public about IA. Organized by Louis Bergeron [SIA] of the Ecomusée de la Communauté le Creusot Montceau and produced by the European Commission, General Education and Culture Dept., the exhibit features 25 images by SIA's own Sandy Noyes (See SIA, Spring 1999). Sandy traveled to France in 1996 to photograph the mines, steel mills, and other industrial sites in the Le Creusot-Montceau region of France. The exhibit also includes many photos of Italian industry by Gabrielle Basilico commissioned by the Museum of Industry near Milan. The show opened in Milan in Apr., then traveled to Brussels in June and Le Creusot in Sept. The handsomely produced catalogue, more like a book (140 pp.), includes an essay by Sandy translated into French and Italian. Info: www.euroiap.org.

B&O Railroad Museum (Baltimore) is celebrating 175 years of American railroading with exhibits and programs. Through July 2003, the museum is featuring a special exhibition of portraits and images of America's railroad barons on loan from the National Portrait Gallery. The big event is the The Fair of the Iron Horse 175, a 10-day extravaganza (June 27-July 6) with pavilions of model trains, railroad history, technology, food, entertainment, and family activities. Inspired by the B&O's original fair celebrating its centennial in 1927, a daily parade of historic locomotives from all over the nation will tell the story of American railroading to the present day. Info: www.bornail.org.

Hugh Frances Hicks, founder of the Mt. Vernon Museum of Incandescent Lighting, passed away in May. Hicks was known for his collection of more than 75,000 bulbs, many of which were on display in the basement of his Baltimore dental office. According to the AP Wire (May 10), his collection included a bulb from the original torch on the Statue of Liberty and the Mercedes-Benz head lamp from a limousine used by Adolph Hitler. The disposition of his collection is unknown.

Providence Jewelry Museum celebrates the heritage of one of Rhode Island's biggest industries with a collection of tools and products. The museum is growing and is planning to move into renovated exhibit space in the Narragansett Electric Plant in 2004. The plant on the Providence River will become home to a consortium of 19 historical and cultural institutions, including the Providence Jewelry Museum, that will be called collectively the Heritage Harbor Museum (www.heritageharbor.org). Membership in the jewelry museum includes a subscription to the newsletter.

(continued on page 21)
Barbed Wire (www.barewiremuseum.org). The Devil's Rope Museum in McLean, TX, operates this site featuring its collection of more than 2,000 different wires, fencing tools, the Hagemier Library (claimed to be the world's largest collection on barbed-wire history), and the Barbed Wire Collector Magazine.

Buffalo Grain Elevator Tours (www.ownbuf.grainelevators.com). Regularly scheduled walking tours and the history of Buffalo's magnificent grain elevators [tour site—1992 Annual Conference].

Explosion at 1924 Fertilizer Factory (www.umeet.org/pclapell/disasters/toulouse/home.html). On Sept. 21, 2001, an explosion ripped through the Azote de France ammonium nitrate warehouse in Toulouse, France, killing more than 30 and injuring hundreds. The final investigative report indicated the cause was accidental although terrorism was first suspected. The plant was built in 1924 in what was then countryside, but urban sprawl has since led to homes being built perilously close to the plant.

Harmony Brick Works (www.harp.usace.army.mil/mohn/harmony_brick_works.htm). Brick works operated by the Harmony Society near Leetsdale (Old Economy Village), PA. A U.S. Army Corps of Engineers archeology project is gathering information on how bricks were made there in the 19th c.

Henszeys Bowstring Truss (www.iceandcoal.org/henszeys/henszeys.html). History and restoration of the patented 1869 iron bridge. It was recently restored and relocated to the campus of Central Pennsylvania College.

Historical Construction Equipment Assn. (www.hce.net) is a group dedicated to preserving the history of all types of construction, surface mining, and dredging equipment. Founded in 1986, they have more than 4,300 members. It operates the National Construction Equipment Museum and Archives at its headquarters in Bowling Green, OH.

Interstate Highways (www.fhwa.dot.gov/infrastructure/history.htm). Official Federal Highway Administration site features several articles on the history of the interstate highway system.

New Britain Industrial Museum (www.nbm.org). Info on the Connecticut museum's exhibits and collections, including Stanley Tools & Hardware, Fafnir Bearings, Landers Vacuum (cleaners, coffee makers, refrigerators), and American Hardware.


Paterson Industrial Heritage (http://memory.loc.gov/ammem/wiphml/phome.html). Library of Congress site includes approximately 500 interview excerpts and approximately 3,800 photographs from the Working in Paterson Folklife Project, conducted in 1994. On-line presentation includes the memories of retired workers and essays on topics such as work in the African-American community, the Hot Texas weiner (a Paterson food tradition), work at Watson Machine International, and business life along a single street (21st Ave.).

Rakeman Transportation Painting Collection (www.ftp.gov/pub/rd/JanFeb02/exhibition.htm) includes 109 paintings produced between 1921 and 1952, depicting the history of American transportation from the colonial period to the mid-20th c. Commissioned by the federal Bureau of Public Roads, the paintings are now in the collection of the Texas Transportation Inst.

U.S.S. Monitor Recovery Efforts (http://oceaneexplorer.noaa.gov/explorations/20monitor/monitor.html). Official site updates efforts to uncover parts of the famous Civil War ironclad. The turret was raised in early Aug.

Wakefield Wicker (www.wakefield.org/wicker/). Story of the Wakefield Rattan Co., established in 1855 by Boston grocer Cyrus Wakefield. As an outgrowth of the China trade, Wakefield successfully experimented with wrapping imported rattan into furniture frames and helped develop machines, such as steam-driven cane splitters and looms for spinning shavings into fabric for mats and floor coverings. The company was so successful that the Massachusetts town, originally called South Reading, was renamed Wakefield in 1867. The factory closed in 1930.

Readers are cordially reminded to visit the SIA's own Web site at www.sia-web.org. On-line membership applications, gift memberships, and renewals are now available through the SIA's secure Web server.

The SIAN's Web column is compiled from sites brought to the editor's attention by members, who are encouraged to submit their IA Web finds by e-mail: phsianews@aol.com.

CALL FOR PAPERS (continued from page 3)
electronic format (Rich Text Format). Proposals sent by mail should be submitted in duplicate.

Proposal submission: Please send proposals no later than NOVEMBER 15, 2002 to: Louise Trottier, Canada Science and Technology Museum, 2380 Lancaster Rd., Box. 9724, Station T, Ottawa, ON, Canada K1G 5A3; (613) 991-6705; fax 990-3636; ltrottier@nstm.ca.

Student Travel Scholarships
The SIA has limited funds to help full-time students and professionals with less than three years of full-time experience attend the annual conference. Those interested should submit a concise letter outlining their demonstrated interest in and commitment to industrial archeology or a related field, and one letter of reference. Deadline for submissions is Apr. 1, 2003. Info: Mary E. McCaheh or Patrick Harshbarger, SIA Scholarships, c/o Lichtenstein Consulting Engineers, One Oxford Valley, Suite 818, Langhorne, PA 19047; (215) 752-2206; fax 752-1539. Notice of awards will be made by May 1.

Travel Discounts on American Airlines
American Airlines is offering discounts from 5% to 15% on the lowest price fares to Montreal for SIA members. Members need only mention Authorization Number 5763AA when booking either through a travel agent or directly. The most direct contact is through American Airlines Meeting Services, 1-800-433-1790.
The fate of the National Register-listed New Milford Pumping Station of the Hackensack Water Co. in Oradell, NJ (see SIAN, Fall 1996) remains undecided. Last year the SIA Board adopted a resolution urging the preservation of the site, which made the made the National Trust's "11 Most Endangered Historic Places" list in June. The NJ Dept. of Environmental Protection has granted a one-year extension for the various parties to agree to a solution that will preserve the pumping station. Meanwhile, the department required that Bergen County, which owns the site, protect the buildings from weather and vandals. To date, the county, Oradell Borough, and local community groups have not been able to come up with a mutually agreeable program for reuse and preservation. In recent years, the county has repeatedly threatened to raze the pumping station and claimed that its preservation is not financially feasible. Built between 1882 and 1911, the New Milford Pumping Station includes the filtration plant and labs where George Spalding developed the active-carbon filtration system that became the industry standard. The pump house has Allis-Chalmers triple-expansion pumping engines installed in 1911 and a Corliss pumping engine installed in 1915.

Also placed on the National Trust's "11 Most Endangered List" were Indiana's historic bridges, nominated by the Historic Landmarks Foundation of Indiana with the intention of drawing attention to the need for preserving historic bridges throughout the state. The foundation claims that hundreds of historic bridges have been lost since the 1980s, although there have also been some success stories. The Carroll County (IN) Historic Bridge Coalition recently saved the Paint Creek Bridge, a bowstring truss built in 1873 by the Massillon (OH) Bridge Co. The bridge was moved from its original location over Paint Creek, repaired, and relocated to a hiking trail over the Wabash & Erie Canal in north Delphi. Volunteers began the work of moving the bridge in Mar. 1998. They removed the old wood deck and, after receiving a grant, hired a contractor to move the 70-ft.-long truss seven miles to a warehouse. Restoration work began with assistance from Jim Cooper [SIA]. The bridge turned out to be in remarkably good condition, and less than five percent of the original metal parts had to be replaced. Moving the bridge to its new site brought out hundreds of people and the news media. After it had been set on its new abutments, volunteers set to work decking the bridge with white-oak planks fresh cut on site from donated timber. A documentary video is available, with the proceeds to be used in a campaign to preserve other local bridges. To purchase, send $18 ppd. to Paul Brandenburg, 503 E. Franklin St., Delphi, IN 46923.

Two rare Whipple bowstring truss bridges are under restoration in upstate New York. In January, the Black River Canal Museum (Booneville) welcomed home an iron bridge based on the design of noted American engineer Squire Whipple and built by J. M. Whipple of Booneville in the 1850s. The truss bridge originally spanned the canal, but in later years it was relocated to carry a local road over Sugar Creek in nearby Talcottville, where it had stood until its homecoming. In Palmyra, the Aldrich Change Bridge (SIA, Summer 1998), erected in 1858 over the Erie Canal to allow barge-hauling mules and horses to cross, has been carefully restored and reassembled with the help of Francis Griggs [SIA]. By the end of summer, it will be lifted by a crane onto its new site over the old Erie Canal in a city park.

On June 29, Calhoun County (MI) sponsored its annual living-history demonstration at Historic Bridge Park, Emmett Twp., east of Battle Creek. This unique park serves as a site to relocate and preserve truss bridges that have outlived their usefulness on public roads and as a place to practice historic metal truss manufacturing and industrial building techniques such as riveting, forge welding, and blacksmithing. This year's living-history day coincided with dedication of the restored Gale Road Bridge, a 122-ft.-long Pratt through truss. The truss is the largest yet placed in the park and is the first to be erected completely in the field. Info: Calhoun Co. Community Development, 13300 15 Mile Rd., Marshall, MI 49068.

The Hojack Bridge over the Genesee River in Rochester, NY, continues to be under threat of demolition, although the Coast Guard recently delayed its order to have CSX remove the bridge as an obstruction to navigation. The steel swing bridge was built in 1905 by the King Iron Bridge & Manufacturing Co. of Cleveland. Local preservationists, including several SIA members, have championed the bridge, and the SIA Board passed a resolution of support in July 2001. The Apr. 23 and July 2 issues of the Rochester Democrat & Chronicle have informative articles. Info: www.democratandchronicle.com.

The Kinzua Viaduct (Kinzua Bridge State Park, PA) has been closed to railroad traffic due to safety concerns. The viaduct, built in 1882 and rebuilt in 1900, towers 301 ft. above the valley floor and was considered the highest railroad bridge in the world when built. It closed to rail traffic in 1959 and a state park opened around the bridge in 1970. Excursion trains on the Knox, Kane & Kinzua RR began taking tourists across the bridge in 1987, but now that service will be stopped because engineers have determined the piers are not strong enough to support trains crossing the 2,053-ft.-long structure. Pedestrians may still walk across. Info: www.state.pa.us, keyword: state parks. (NRHS-Wilmingtong Chapter Newsletter).
The Last of the Huletts?

With the closure of LTV's South Chicago Coke Works in Jan. 2001, the last standing Hulett iron-ore unloaders on the Great Lakes are now threatened with demolition. In May 2000, I was a member of a pilgrimage to the Chicago industrial basin made by a dozen denizens of the Cleveland area who were previously involved in the unsuccessful attempt to stop the removal of Cleveland's Huletts [SIAN, Summer 1999 & Spring 2000]. We were given the privilege to visit the LTV dock facilities where the last standing Huletts were still in operation. The coke plant, consisting of a battery of 60 slot ovens, each with a 31-ton capacity, was constructed in 1981 and renovated in 1995. The plant obtained its coal from barges unloaded by a pair of Huletts built in the early 1940s.

The LTV plant superintendent praised the Huletts for their technological ingenuity and their economy of operation. He explained that most LTV upper managers believed the Huletts were obsolete and an anathema to a modern steel company's operations. He argued for and was able to demonstrate that when coal from West Virginia was shipped via barge down the Ohio River and up the Mississippi & Ohio Sanitary Canal and unloaded by Huletts, it saved the company millions of dollars yearly as compared to other transportation operations by rail or Great Lake self-unloader.

On our visit we were given the opportunity to witness the operation of the Huletts. Each one of us sat inside the cab on the vertical leg and were lifted into and out of the hold of a coal barge. It was a thrill none of us will soon forget. We were then allowed to ascend to the catwalk high upon one of the two ore bridges and witness unloading operations from high above the Calumet River. As a former Great Lakes' seaman, I reveled in the scene, which would have been the norm a mere 20 years prior, but now has been whittled down to this one location.

With the demise of the LTV corporation and the lack of a suitor to purchase the South Chicago works the day came this past January when the coke ovens were shut down cold, thus affording little chance of their ever operating again. The fate of these two Huletts hangs on a thread. According to the plant superintendent, they may be destroyed. Members of the group that watched Cleveland's Hulett's taken down are watching what will happen to the South Chicago Huletts and are determined to halt the demolition of these last standing examples. It appears now that the haunting refrain which once echoed in Great Lakes ports starting in 1899 when the first of these might behemoths went into operation in Conneaut, OH, has finally been silenced after 103 years of meritorious service. Info: J. Korecko, 13801 Tinkers Creek Rd., Valley View, OH 44125; (216) 524-2640.

James Korecko

Northern Ohio SIA Chapter member Barb Watson sits in the cab of a Hulett.

View of the Huletts from the ore bridge.

The Hulett unloaders at LTV's South Chicago Works. The Hulett's bucket digs coal out of the barge's hold and drops it into a hopper in its framework for transfer to on-site storage. In the late 1890s, the Huletts greatly improved the efficiency of ore handling, taking over for what was still largely a process of manual unloading.
James Wadsworth Armstrong (1868-1954) was for many years Baltimore's filtration plant engineer. He had a long and distinguished career designing and upgrading water purification plants. Prior to coming to Baltimore, Armstrong designed plants for Cedar Rapids, Minneapolis, Montreal, and New Orleans, and was a consultant for Washington, D.C. Members who may be able to assist in the preparation of a research project on Armstrong's life and activities are encouraged to contact Martha Hendrickson, 4 Malbay Court, Timonium, MA 21093-5502; mherdrickson@hotmail.com.

Brooklyn Bridge For Sale! Really. In July, the Brooklyn Bridge was for sale on eBay. The listing bid—$10,000 plus shipping and handling. This Brooklyn Bridge was a 75-year-old, 100-ft.-long, steel through-truss bridge in Brooklyn, Iowa. The seller was the contractor in charge of building its replacement. Did someone buy the Brooklyn Bridge? As if the close of bidding, no tubes had placed a bid, although more than 18,000 had visited the eBay page. We guess the contractor had to dispose of it in the old-fashioned way—as scrap metal.

National Preservation Institute is a nonprofit organization that provides professional training for the management, development, and preservation of historic, cultural, and environmental resources. NPI offers a wide range of seminars and workshops, many dealing with specific government regulations and guidelines that impact historic sites. A calendar and catalogue are available: Box 1702, Alexandria, VA 22313; (703) 765-0100; www.npi.org.

Winterthur Museum invites applications for its 2003-04 Research Fellowship Program. Approximately 25 residential fellowships will be awarded to scholars pursuing topics in American history, art, architecture, decorative arts, material culture, and design. Stipends: $1500 to $2500 per month. Also available are NEH grants, Lois F. McNeil dissertation grants, and short-term fellowships to academic and independent scholars, graduate students, and museum and public history professionals. Deadline: Jan. 15. Info: Gretchen Buggein, Dir., Research Fellowship Program, Winterthur Museum, Wilmington, DE 19735; academicprograms@winterthur.org; www.winterthur.org.

Paper proposals are requested on the theme: "Labor, War, and Imperialism" for the 25th Annual North American Labor History Conference to be held at Wayne State University, Detroit, Oct. 16-18, 2003. Organizers are seeking interdisciplinary perspectives on the ways labor leaders and workers have supported or opposed national efforts in conquest, territorial expansion, colonization, and imperialist adventures. Deadline for paper proposals is Jan. 15. Info: Elizabeth Faue, Coordinator, Dept. of History, 3094 Faculty Admin. Bldg., Wayne State Univ., Detroit, MI 48202; (313) 577-2525; ad5247@wayne.edu.

The Quinque Fellows Program offers practicing conservation and preservation professionals, based in either Scotland or the U.S., an opportunity to undertake a 6-10 week exchange program under the supervision and guidance of a counterpart in their field in the opposite country. The fellowship program is structured around hands-on involvement with preservation works in progress. Applicants must be able to identify a non-profit organization in their home country willing to serve as a sponsor. Info: Hilary Joy, Quinque Foundation, c/o Philanthropic Advisors, 400 Atlantic Ave., Boston, MA 02110-333; (617) 574-3553; hjoy@philanthropicadvisors.com.

Hartford Clamp (tour site—Connecticut Fall Tour, 1998), maker of fine woodworkers' clamps since 1917, has announced it is closing. The owners, Scott and Marie Westbrook, have already begun to sell off the machinery, and they are seeking a buyer for the building and land. Jo Deacon (SIA) is documenting the shop to HAER standards before it disappears. (SIA NE Chapters Newsletter, v. 22,1, 2002).

G. A. Carlson Lime Kiln (Red Wing, MN) is on the Minnesota Preservation Alliance's 10 Most Endangered Historic Properties list. Nestled into the base of Barn Bluff is the 1882 lime kiln built by entrepreneur G. A. Carlson. The kiln, used to heat limestone to extreme temperatures to produce the lime necessary for mortars, was instrumental in Red Wing's economic and industrial development. The 500 barrels of lime a day produced by the kiln also contributed to the built heritage of Minnesota. Today, the Carlson kiln, within the Red Wing park system, is in need of basic stabilization measures and suffers from a lack of public visibility and awareness. Burdened by a lack of re-use solutions and severely limited funding, the city is unable to sufficiently maintain and interpret this site, so symbolic of Minnesota's industrial past. Info: Bob Frame, Preservation Alliance of Minn., frame@mnpreservation.org.

Harrison Coal & Reclamation Park, located just south of Cadiz, OH, off State Route 9, is open year round from dawn to dusk. It features 23 pieces of machinery associated with coal strip mining in the region, including links from the "Big Muskie," the world's largest stripping shovel (tour site—1996 Fall Tour, dismantled 1999); a 60-ton bottom dump dumper; dozers and a pan. Self-guided tour sheets are available and admission is free. The museum's mission is to collect and preserve surface mining and reclamation equipment. Their long-term goal is to acquire "the Silver Spade," a giant stripping shovel built in 1965 and still in operation at Consolidated Coal near New Athens. Info: HCRP, Box 116, Holloway, OH 43985.
Northern Ohio toured the Cleveland Quarries in Amherst in June. Sandstone producers since 1868, Cleveland Quarries, a division of American Stone Corp., is the last of many that once operated in this area, known as the Berea Formation. After viewing a company video, participants toured the cutting mill, with its array of specialized saws, and the finishing mill, where skilled stone cutters and carvers were at work. Last stop was the quarry itself, where the chapter's guide, Vice President and General Manager Steve Mason, explained the blasting process. (A blistering hot day, the workers here had been sent home early.) Cleveland Quarries produces building stone, including cut stone, rock-faced ashlar, patio stone, and architectural details. It also has a substantial restoration crack.

Oliver Evans (Philadelphia) took to the Delaware River for a boat tour in May. Philadelphia's waterfront is undergoing rapid redevelopment, but there is still plenty of IA interest, including the Port Richmond Coal Depot and the Navy Yard. The chapter held its annual meeting and picnic at the Atwater Kent Museum in June. The museum was founded in 1938 by radio manufacturer Atwater Kent. Curators gave a presentation on the recent merging of the artifact collections of the Atwater Kent and the Historical Society of Pennsylvania.

Roebling (Greater NY-NJ). In July, the chapter was invited aboard the John J. Harvey, a 130-ft.-long, Diesel-electric, twin-screw, fireboat built by Todd Shipyard, Brooklyn, in 1931. Participants were given a guided tour of the boat docked at Pier 63, then cruised the harbor with water displays from the boat's monitors. The chapter took to the water again in August aboard the Yankee, a passenger ferry built in 1907 by the Neafie and Levy Ship & Engine Building Co. of Philadelphia. Owner James Gallagher began restoration of the ferry in 1990 and now operates it for private cruises and parties. Members enjoyed a barbeque on board.

Southern New England toured the LeBaron Foundry in Brockton, MA, in May. LeBaron is New England's largest manufacturer of 'municipal' castings—manhole covers and just about any other kind of casting found in the street. In June, the chapter visited the Genuine Forging in Hanover, MA. Owner Ray Larsen, a former forger at C. Drew & Co. in Kingston, makes extremely high quality tools for boat builders and traditional woodworkers.

In Fall 2002, Greg Galer completed Forging Ahead: The Ames Family of Easton, Massachusetts and Two Centuries of Industrial Enterprise: 1635-1861, a dissertation for MIT's Doctoral Program in the History of Social Study of Science & Technology. Greg examines the elevation of shovel-making from a craft to a mass-production industry. The dissertation also explores the role of kinship in the shovel business itself, the puddling and forging shops of Horatio Ames in Fall Village, CT, and the blast furnaces run by William Ames in Franklin and Wawayanda, NJ. Greg's dissertation has been published. The heavily illustrated volume (364 pp.) can be ordered by sending a check for $20 made out to "Stonehill College" c/o Greg Galer, Curator, Stonehill Industrial History Center, 320 Washington St., Easton, MA 02357.

Eric DeLony was acknowledged for his leadership and vision in raising public awareness and establishing archival standards for preserving and documenting America's historic roads and bridges at the National Trust's Preserving the Historic Road in America conference in Omaha in April. The award recognized Eric for his work as chief of the Historic American Engineering Record (HAER) and his efforts to ensure that the design and engineering legacies of the past will be remembered and respected by future generations.
CALENDAR

2002


Oct. 17-20: SIA Fall Tour, Lehigh Valley, Easton, PA. Hosted by the National Canal Museum. Info: Lance Metz, NCM, 30 Centre Sq., Easton PA 18042; (610) 559-6613.


October 2003


Mar. 26-30: American Society for Environmental History Annual Meeting, Providence, RI. Info: www2.h-net.msu.edu/~aseh/ or Ravi Rajan, ASEH Program Chair, Dept. of Environ. Studies, Univ. of CA, Santa Cruz, CA 95064; sranjan@cus.ucsc.edu.


May 3: Kanawha Valley Chemical Heritage Symposium, Charleston, WV. Sponsored by the WV Univ. Inst. for the History of Technology and IA. Paper sessions on the early salt industry and 20th-c. chemical engineering: ammonia, nylon, fertilizer, plastics, antifreeze. Info: Lee Maddex or Michael Workman, IHTIA, 1535 Mileground, Morgantown, WV 26505; (304) 293-2513; ladde@wvu.edu or mworkman@wvu.edu.

May 29-Jun. 1: SIA 32nd Annual Conference, Montreal, Quebec. See article elsewhere in this issue. Deadline for paper proposals is Nov. 15. General info: James Bouchard, (514) 251-5148; fax 251-5126; jamesb@aei.ca. Paper session info: Louise Trotti, Canada Science and Technology Museum, 2380 Lancaster Rd., Box. 9774, Station T, Ottawa, ON, Canada K1G 5A3; (613) 991-6705; fax 990-3636; ltrotti@nsmuc.ca.

June 5-8: Vernacular Architecture Forum Annual Conference, St.-Pierre et Miquelon. St.-Pierre and Miquelon are French territorial islands off the coast of Newfoundland. Tours and papers related to maritime and provincial architecture. Info: www.vernaculararchitecture.org.


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