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

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

Following introductions, Mark Walter, Business Development Manager for the Port of Green Bay, presented (continued on page 2)

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

Union Star Cheese plant.
an informative slide-illustrated talk on the history of the port and its current operations. We learned about facilities for the handling of bulk products (grain, coal, limestone, salt, and cement), as well as the port’s contributions to regional efforts to restore water quality. Specifically, Mark highlighted the port authority’s role in the re-establishment of the Cat Islands, a chain of barrier islands at the mouth of the Fox River where it enters Green Bay, an arm of Lake Michigan. During the 1970s, storms blew in off the lake and washed away the islands. It soon became apparent how significant they were to protecting Green Bay’s port from wave damage, not to mention providing habitats for birds and fish. The port has recently completed dredging to restore the islands.

As part of Friday’s bus tour, we drove around a portion of the port taking in some of the locations that Mark had featured. With winter coming and the winds up, there was very little in the way of maritime activity to be observed.

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

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

The facility we visited specializes in printed circuit boards for a dazzling range of high-end applications in the commu-
The SIA Nominations Committee is pleased to present the following slate of candidates for the 2017 election:

**Director (3-year term)**
Vote for three
Colin Batchelor
Mark Brown
Arron Kotlensky
Joe Seely

**Nominations Committee (3-year term)**
Vote for one
John Mayer
Bob Newbery

SIA bylaws state that the Nominations Committee shall notify the membership of the proposed slate at least 70 days in advance of the Annual Business Meeting. The slate of candidates was sent to members via email or mail (depending on contact information provided to SIA HQ) on Feb. 27, 2017. This is a copy of that notice; it is not a ballot. Additional nominations may be made in writing over the signatures of no fewer than 12 members in good standing (dues paid for the 2017 calendar year) and delivered to the Nominations Committee chair at the address below no later than April 15, 2017. Candidates must have given their consent to be nominated and must also be members in good standing. Ballots, which will include a biographical sketch and photograph of each candidate, will be mailed in late April. Members must have paid their dues for the 2017 calendar year in order to vote.

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

(continued on page 4)
Opening reception at the National Railroad Museum. Mark Walter’s presentation on the Port of Green Bay.

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

Saturday’s itinerary began at the Hamilton Wood Type & Printing Museum in Two Rivers, about an hour’s ride south of Green Bay. The museum is dedicated to the preservation, study, production, and use of wood type in letterpress printing. It is located in a former factory of the Hamilton Mfg. Co., which was one of America’s leading producers of type from the 1880s to the 1970s. The collection is impressive, numbering more than 1.5 million specimens of wood type in more than 1,000 styles. There are also dozens of machines used in producing type or printing with it. The museum is fitted out with workspaces for students, artists, typographers, and designers. Dan Schneider, SIA’s Office Manager, wrote his master’s thesis on a late-19th-century, die-stamping machine used to make type for borders and other decorative designs. Dan restored the museum’s machine to operating order, so it was quite a treat to have him walk us through the processes used in making type, ending with a demonstration of the machine.

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

Tom Courtney and carding machine, Courtney Woolen Mill.

(continued from page 3)

Wisconsin

(continued on page 11)

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

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

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

(continued on page 11)
Current SIA members will soon receive registration materials and tour itineraries for the 2017 Annual Conference, to be held in Houston, May 18–21. Conference organizers are busy putting together the paper sessions and finalizing tour itineraries, which will explore themes such as Oil & Gas, the Houston Ship Channel, NASA’s Johnson Space Center, Big Concrete, and Manufacturing & Fabrication. For more discussion about the tentative process tour plans, as well as Sunday museum tours, refer back to “Oil & Water: Houston, Texas, May 18–21, 2017” in the Fall 2016 SIAN or at www.sia-web.org.

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

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

For more information or to volunteer to assist Arron with local arrangements, contact Julie Blair, SIA Events Coordinator, at siaevents@siahq.org. Remember to check your mail or the SIA website (www.sia-web.org) for registration materials, and register early to be sure of getting a place in your top choice of tours.

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

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*Goose Creek Oil Field, detail from panoramic photo, 1919.*
Jane Mork Gibson, 1923–2016

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

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

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


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

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

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

Reese Davis and Patrick Harshbarger
**Publications of Interest**

**General Interest**


- IA News, No. 179 (Winter 2016) includes a thorough review of the 2016 Association for Industrial Archaeology (AIA) Annual Conference in Telford (site tour descriptions and photos) plus a summary of the conference keynote seminar on the topic of “Britain's Industrial Heritage: What Has ‘World Heritage Site’ Inscription Done for It?”; also, Jamie Davis, Zollverein und Volcklingen Ironworks World Heritage Sites (a look at how heritage site status is communicated at these sites in Germany); and Cliff Lea, Heath Oilwell, Derbyshire, 1922—Britain’s First Fracking Site? (not by hydraulic shock but by use of 1,200 lbs. of nitro-glycerine).

- Laurence M. Hauptman. *Challenging Stereotypes*. New York Archives (Fall 2016), pp. 12–15. Chief Chapman Scanandoah of the Oneida tribe was a skilled mechanic and inventor as well as an agronomist, historian, and linguist. He shattered early 20th-c. assumptions that Native Americans were primitive and pre-technological. One of his first successes was introducing telescopic sighting to Naval guns and it was soon followed by a patent for a megaphone for communicating across decks at sea. This article is drawn from Hauptman’s new book, *An Oneida Indian in Foreign Waters: The Life of Chief Chapman Scanandoah, 1870–1953* (Syracuse Univ. Pr., 2016).

- Jack McCarthy. *In the Cradle of Industry and Liberty: A History of Manufacturing in Philadelphia*. HPN Books, 2016. 152 pp., photos. $49.95. Traces the history of Philadelphia manufacturing over the course of the city’s 334-year history: from the colonial period when most products were hand-made by craftsmen in small shops, to machine-based factory production methods in the early 19th c., followed by development of manufacturing on a massive scale and Philadelphia’s emergence as an industrial giant in the late 19th c., and most recently the dramatic downsizing in manufacturing beginning in the mid-20th c., leading to a post-industrial, service-based economy.


- Nelson D. Schwartz. *The Power of Small Factories*. NYT (Oct. 30, 2016), pp. BU 1, 4. How small urban manufacturers are keeping people employed in neighborhoods of cities that were once industrial powerhouses.


**Textiles**


**Iron & Steel**


Barge Canal Designated National Historic Landmark. Times Telegram (Jan. 11, 2017), online: http://www.timestelegram.com/news/, search for “barge canal.” The New York State Barge Canal (tour site, Annual Conference, Albany 2015), constructed in 1905–1918, has been designated as a National Historic Landmark by the U.S. Department of Interior. The nomination was prepared by Duncan Hay [SIA].


Tyler J. Kelley. Choke Point of a Nation. NYT (Nov. 27, 2016) pp. BU 1, 6-7. Rickey Lock & Dam No. 52 on the Ohio, built in 1929, has become a bottleneck at the busiest point on the inland waterways while a new dam, to have been completed in 1998, is more than a billion dollars over budget and won’t become operational before 2018.

Corey Kilgannon. Final Departure for a Hudson River Ferry. NYT (Nov. 28, 2016), pp. A17–A18. The 1905 steam-powered Binghamton, which once carried passengers between Hoboken and Manhattan and then served as a restaurant in Edgewater, N.J. until 2007, will finally be broken up after significant deterioration following damage from Hurricane Sandy.

Shelley Reid. SS Columbia To Be Saved! Sea History, No. 149 (Winter 2014–15), pp. 40–41. Believed to be the oldest intact passenger steamer in America, the 1902 Columbia bade farewell to her Detroit home and headed for a shipyard in Toledo to begin major restoration on her way to returning to operation in New York. The other surviving Bob-Lo boat, the SS Ste. Claire, was a stop on SIAs 2005 Fall Tour in Detroit.

Sarah Trefethen and Linda Masarella. Peking’s Luck before Becoming Seaport’s Anchor. New York Post (Sept. 6, 2016), pp. 20–21. Online: “How This Departing South Street Seaport Gem Survived the ‘Storm of the Century,'” www.nypost.com, search Peking. Built in Hamburg in 1911, the cargo ship Peking survived a massive 1929 storm in the Atlantic and another when she arrived at Cape Horn in 1930. In 1974 she joined the collection of vessels at South St. Seaport Museum. She is now in drydock in preparation for a return to Germany to be featured at the new Maritime Museum of Hamburg.

Peter Glaser. Northern Roadsides: Making Things Grow: Prudhomme’s Garden Centre Motor Hotel. SCA Journal, Vol. 34, No. 2 (Fall 2016), pp. 34–37. John and George Prudhomme were prosperous farmers who decided in 1951 to open a motel and coffee shop at Vineland Station, Ont., about 13 miles west of Niagara Falls. This brief history describes their obsession with adding amenities including a bowling alley, ballroom, theater, water park, and the “Tivoli Miniature World,” which offered a world tour in 2 hours with recreations of 100 famous buildings and structures constructed from fiberglass in 1:50 scale.


Brian McMahon. The Ford Century in Minnesota. Univ. of Minn. Pr., 2016. 384 pp. $39.95. First-person accounts of more than 40 retired autoworkers describing their experiences of working at Ford, showing how the top and bottom layers of the industrial hierarchy viewed reality and how they saw and influenced each other. Documents the company’s transformation through the Depression, WWII, women joining the workforce, globalization, outsourcing, the closing of the Twin Cities Assembly Plant in St. Paul, and more.

CONTRIBUTORS TO THIS ISSUE


With Thanks.


Ron Reno. Western Havens, Three Decades of Family-owned Motels, Gas Stations, and a Bar. SCA Journal, Vol. 34, No. 2 (Fall 2016), pp. 18–27. The Reno family acquired and ran five motels in Nevada from 1945 to 1972. Each location is highlighted with personal stories provided by the author whose grandparents and parents operated the motels: Overpass Motel and Bar, Fernley (1946–49); Silver State Auto Court, Lovelock (1949–55); Tarry Motel, Sparks (1955–57); Rangler Motel, Las Vegas (1957–63); Safari Motel, Sparks (1964–1972).


**Agriculture & Food Processing**


Joseph Breck & Sons’ Illustrated Spring Catalogue and Retail Price List of Agricultural Implements and Machines. Astragal Pr., 2016. 64 pp., paper. $12.95. Reprint of the company’s catalog of Apr. 1880 features high-quality illustrations and well-written (often entertaining) descriptions. Breck was established in 1822 and became a major wholesaler and retailer of agricultural tools.


Old Mill News, Vol. 43, No. 4 (Fall 2016) includes reports on chapter meetings and tours at Springfield Mill at Morris Arboretum near Philadelphia; Bonneville Mill in Bristol, Ind.; Busti Cider Mill in Jamestown, N.Y.; and Dawe’s Sawmill at Deep Bight, Newfoundland. Articles by Charles Yeske, Mills of Portugal; and Gino Caporizzo, The Caporizzo Household: Father and Son Millers at Heart in the Campania Region of Italy; as well as a round-up of SPOOM member news.

**Buildings & Structures**


Steve Cuozzo. Brooklyn’s Waterfront Future Starts With Domino Sugar Site. NY Post (May 23, 2016), online: http://nypost.com/2016/05/23/brooklyns-waterfront-future-starts-with-domino-sugar-site/. The 18-story high Domino sugar refinery in Brooklyn, N.Y., built in 1856, is now planned to be the commercial core of Two Trees Management’s 11-acre “urban campus” including apartments, offices, a six-acre waterfront park, and retail and community space.

Colum Giles and Mike Williams, eds. Ditherington Mill and the Industrial Revolution. Historic England, 2015. 159 pp., illus. £50. The Ditherington Flax Mill in Shrewsbury, completed in 1797, was the first building in the world that used cast-iron columns and beams for internal structure between masonry walls. First built as a spinning mill, it was converted to a malt house in 1897 and ceased operations in 1987. This comprehensive history covers the building’s architecture, the linen industry, the switch to malting, and the ultimately successful preservation effort. Rev.: CH, Vol. 31, No. 2 (2016), p. 235.


Barbara Miller Lane. Houses for a New World: Builders and Buyers in American Suburbs, 1945-1965. Princeton Univ. Pr., 2015. 305 pp., illus. $49.95. Focusing on 12 developments in Los Angeles, Philadelphia, Boston, and Chicago provides case studies for building projects of various sizes, layouts, and appearances. The local context often figures prominently in explaining the nature of what was done, within the available range of models and alternatives, with many of the choices made by builders, not buyers or architects. Rev.: B&L, Vol. 23, No. 2 (Fall 2016), pp. 134–46.


**Bridges**

Covered Bridge Topics, Vol. 75, No. 1 (Winter 2016) includes Columbia County, Pennsylvania (photo essay of images from the mid-1940s to 1950s); Those Troublesome Photo Identifications and
Washington County, Pa.: Photo Identifications Challenge (some tips on distinguishing subtle differences among similar-looking covered bridges in old photos); Kennedy Housing Variants (bridges built by the Kennedy family of Bushville, Ind.); and Perrine’s Bridge over the Years (over the Walkill near Rifton, N.Y.).


WATER CONTROL & RECLAMATION

◆ Dennis J. De Witt. Fantastic Water Towers: An 1890 Design Competition. Metropolitan Waterworks Museum, Inc., 2017. 106 pp., illus. $21.95. Based on an 1893 folio of drawings, Water Tower Pump House and Power House Designs, which contained winning and honorable mention submissions to an 1890 design competition, this book brings the designs to light with discussion on the context of their creation and later careers of their designers.

◆ Dennis J. De Witt. Arthur H. Vinal/Edmund March Wheelwright and the Chestnut Hill Pumping Station. Metropolitan Waterworks Museum, Inc., 2016 (rev. ed. 2017). 252 pp., illus. $46.95. A study of two architects, each of whom held the office of Boston’s official City Architect for about four years, in the 1880s and 1890s, and who jointly created Boston’s most notable Richardsonian Romanesque building. Most of the Pumping Station was designed by Vinal and the City Architect’s office staff, who knew much of Richardson’s work firsthand. The Pumping Station was seamlessly extended by Wheelwright, who as the more important figure, socially and professionally, receives greater attention in this book.

POWER GENERATION

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

MACHINE SHOPS & TOOLS


◆ Franklin D. Jones. Old Fashioned Toolmaking: The Classic Treatise on Lapping, Threading, Precision Measurements and General Toolmaking. Astragal Pr., 2016. 320 pp., illus., paperback. $16.99. Reprint of a classic publication of 1915, describing the skills and techniques used in machine shops.

ELECTRONICS & COMMUNICATIONS


MISC. INDUSTRIES


◆ Curt Brown. Brick-forged City Gone, Not Forgotten. [Minneapolis] Star Tribune (Dec. 25, 2016), p. B4. The town of Brickton near Princeton, Minn. hosted five brickyards producing “Princeton cream” bricks from 1887 to 1927. Work at the kilns took place only in mild weather and was supplemented by lumbering during winter months. The town is now marked only by a roadside plaque and is featured in an exhibit at the Mille Lacs County Historical Society.

◆ Leo Shane III. Concrete May Just Be the Most Important Weapon In Modern Warfare. Military Times (Nov. 24, 2016). Online: http://www.militarytimes.com/articles/111516-concrete-weapons. Concrete walls and reinforced barriers have become key security components to combat threats such as improvised explosives, car bombs, and other nontraditional weapons in urban environments.

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

ABBREVIATIONS:

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

PUBLICATIONS OF INTEREST are compiled from books, articles, and digital media brought to our attention by you, the reader. SIA members are encouraged to send citations of new and recent books, articles, CDs, DVDs, etc., especially those in their own areas of interest and those obscure titles that may not be known to other SIA members. Publications of Interest, c/o Marni Blake Walter, Editor, SIA Newsletter, 11 Esty Rd., Westmoreland, NH 03467; sianeditor@siahq.org.
Wisconsin (continued from page 4)

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

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

Our last stop in Appleton was the Courtney Woolen Mill. Tom Courtney's family has owned and operated the mill since 1904. He met us in the front office where old-fashioned wooden display cases offered a sampling of the mill's products for sale. Courtney specializes in carding quality wool or polyester batting for quilts and mattress pads, and also does custom carding of fleeces for crafters. The raw wool comes from local farms and is run through a picking machine before carding. Tom ran a c.1904 Davis & Furber carding machine, now powered by electric motor instead of waterpower. Tom's grandfather purchased the equipment after he bought the mill from the Kelley Knitting Co., which built the wood-frame portion of the building in 1880. Courtney exemplifies a small family operation that would have been common in the 19th c. and increasingly rare in the 20th as large textile companies took over the market for bedding. That the Courtney mill with its two carding machines remains in business is extraordinary.

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

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

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

Patrick Harshbarger
The Historic American Engineering Record is pleased to announce that the Eldean Bridge in Ohio (1860 Long truss) and the West Union Bridge in Indiana (1876 Burr arch-truss) have been designated National Historic Landmarks (NHLs) by Secretary of the Interior Sally Jewell. These mark the sixth and seventh covered bridges to be so designated since 2012. They join the Humpback Bridge (Va.), Knight’s Ferry Bridge (Calif.), Duck Creek Aqueduct (Ind.), Brown Bridge (Vt.), and the Powder Works Bridge (Calif.) as “nationally significant historic properties of exceptional value to the nation.”

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

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

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

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

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

The National Park Service’s 2017 workshop on archaeological prospection techniques, “Current Archeological Prospection Advances for Non-destructive Investigations of the Pea Ridge Civil War Battlefield,” will be held May 15–19, 2017, at the Pea Ridge National Military Park in Benton County, Ark. Co-sponsors for the workshop include the National Park Service’s Midwest Archeological Center, Pea Ridge National Military Park, and the National Center for Preservation Technology and Training, as well as the Arkansas Archaeological Survey. The workshop is dedicated to the use of geophysical, aerial photography, and other remote sensing methods as they apply to the identification, evaluation, conservation, and protection of archaeological resources across the nation. The workshop includes lectures on the theory of operation, methodology, processing, and interpretation, with hands-on use of the equipment in the field. Registration fee is $475. Application forms are available on the Midwest Archeological Center’s website: http://www.nps.gov/mwac/. For further information, please contact Steven L. DeVore, Archeologist, National Park Service, Midwest Archeological Center, Federal Building, Room 474, 100 Centennial Mall North, Lincoln, Neb. 68508-3873: tel: (402) 437-5392, ext. 141; fax: (402) 437-5098; steve_de_vore@nps.gov.

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

- 14th Annual Old Construction & Mining Equipment Show, Sept. 9–10, 2017, Harrison Coal & Reclamation Historical Park, Cadiz, Ohio. Info: www.facebook.com/ocmes

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

In Roanoke, Va., a new historical highway marker for the Virginian Railway Station will commemorate this brick depot, which was renovated and re-opened to the public last year, after a fire nearly destroyed it in 2001. The station was a stop on the Virginian Ry.’s 440-mile main line, completed in 1909 to transport coal and passengers between West Virginia and the Tidewater region of Virginia. The line was “famous for its superior infrastructure and innovative equipment” and “built its most substantial brick passenger depot in 1909 to serve Roanoke,” according to the marker text. The Virginian ended passenger service through Roanoke in 1956 and became part of the Norfolk & Western Ry. in 1959. The depot is listed on the Virginia Landmarks Register and the National Register of Historic Places.—Va. Dept. of Historic Resources (www.dhr.virginia.gov).

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

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

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


Odd Historical Pole Field from Defunct AT&T Site to be Removed from Barnegat Bay, by Mary Ann Spoto (www.nj.com, search on pole field), Jan. 8, 2017, and Historic AT&T High Seas Radio Station to be Demolished, by Kirk Moore (www.workboat.com, search on AT&T), Jan. 12, 2017. Demolition is planned for the remains of short-wave radio station WOO, the Atlantic coast hub of AT&T’s high seas radio service. This transmitter station on New Jersey’s Barnegat Bay was a critical shore-to-ship link for U.S. bluewater and coastwise shipping from the early 1930s until 1999. More than 500 antennas and poles are to be removed from the site.

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

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

IA EXHIBITS

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

NOTES & QUERIES

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

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

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

Northern Ohio. On Oct. 14, NOCSIA members spent a day touring sites in and around East Liverpool, which has been a major center of the commercial pottery industry since before the Civil War. East Liverpool is in the southeast corner of Ohio, in immediate proximity to neighboring towns in West Virginia and Pennsylvania. Chapter members toured the Homer Laughlin China Co.’s Fiesta ware factory in Newell, W.Va., one of the few remaining large-scale commercial pottery plants in the U.S.; visited landmarks such as one of the last bottle kilns built in the 19th century; and received a guided tour of the Museum of Ceramics in East Liverpool, which houses collections representing the many types of household ceramic articles produced in the area over the past 200 years.

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


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

Support Your Local Chapter. For info on a chapter near you or to start one, contact Ron Petrie, SIA Director, Local Chapter Chair (ron@siahq.org) or check out the local chapters section of the SIA website (www.sia-web.org).
2017


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


2018