



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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HAER DOCUMENTS THE TALBOT AVENUE BRIDGE IN SILVER SPRING, MD.

In 1918, the Baltimore and Ohio (B&O) RR replaced an existing wood king post truss overpass over its Metropolitan Branch tracks in Montgomery County, Md., located a short distance from the District of Columbia line in Silver Spring. The new timber-decked bridge was composed of two steel girder approach spans and a 58' center span, fabricated from a recycled turntable that the B&O moved to Montgomery County from its Martinsburg, W.Va., shops. Known since the 1950s as the Talbot Avenue Bridge, the structure was slated for demolition in 2019 to facilitate construction of a new suburban light rail line. As the bridge's removal date neared, the Historic American Engineering Record (HAER) documented the structure. This article presents an overview of the bridge's history and the documentation project.

Founded in 1827, the B&O built and leased tracks and other facilities throughout the eastern U.S. In 1867, the railroad began work on a line to connect Washington, D.C., and the B&O's mainline in Frederick County, Md. The new Metropolitan Branch opened in 1873. In the vicinity of Silver Spring, Md., the railroad dissected farms and contributed to some of the Washington area's earliest suburbanization. By 1890, real estate speculators were consolidating former agricultural properties adjacent to the railroad into residential subdivisions. Also, nearby, several African-American hamlets had been established during and after Reconstruction.

In 1891, the B&O began work on a new freight-only branch line originating in Georgetown (Washington, D.C.) and joining the Metropolitan Branch near Silver Spring.

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David Rotenstein

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Photographer Jarob Ortiz photographing the Talbot Avenue Bridge, Feb. 26, 2019.

TALBOT AVENUE BRIDGE (continued from page 1)

In the area that the railroad subsequently named Georgetown Junction, the Georgetown Branch cut through Samuel Lytton's farm. Lytton (ca. 1830–1893) had been a free man of color in 1853 when he paid \$96 in cash for four acres of farmland. Lytton farmed the property until his death, and there is some evidence that he also had a dance pavilion there. During the four decades that he lived there with his family, Lytton only voluntarily sold one parcel from his property: one acre in 1890 to an African-American couple, George and Mary Washington.

Two years before Lytton died, the railroad, through its subsidiary, the Metropolitan Southern RR Co., condemned a right-of-way through his land to build the Georgetown Branch. In 1895, two years after Lytton died, his widow lost the property in foreclosure and a white Washington lawyer bought it at sheriff's auction. Soon thereafter, the new owner subdivided Lytton's farm and began renting and selling lots to other African-Americans. By the turn of the 20th c.,

Lyttonsville as the community became known, had stores, a school, and a church.

Though no records documenting the B&O originally building a bridge at Georgetown Junction have been identified, land records from the 1890s refer to the crossing. As Lyttonsville was growing south and west of the tracks, real estate speculators continued to buy, consolidate, and subdivide land near the railroad. In 1890, Republican legislators Julius C. Burrows (a Michigan Representative) and Bishop W. Perkins (a senator from Kansas), platted a subdivision between the railroad and Lyttonsville. East of the tracks, subdivisions that came to be known collectively as North Woodside began developing in unincorporated Silver Spring. Between 1904 and 1948, more than 50 subdivisions were recorded in Silver Spring where deed covenants prohibited African-Americans from living in them unless the individuals were employed as domestic servants working for the white property owners.

Silver Spring for much of the 20th c. was a sundown suburb: a place where African-Americans didn't own or rent property and where Jim Crow segregation prevented them from seeing movies, eating in restaurants, or trying on clothes in the growing suburb's commercial center. Lyttonsville, on the other hand, was one of the few nearby communities with no racially-restricted properties where Blacks could own and rent homes, be entrepreneurs, and patronize their own entertainment establishments. Lyttonsville was Silver Spring's other side of the tracks. By the mid-20th c., racially-restricted residential subdivisions were encroaching on Lyttonsville from the south as Montgomery County built an incinerator and permitted light industrial development in and west of Lyttonsville. As late as the 1960s, Lyttonsville had no paved streets and no water or sewer infrastructure. Racialized land-use patterns had created a suburban ghetto that by the late

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

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David Rotenstein

HAER staff (left to right) Todd Croteau, Jarob Ortiz, and Christopher Marston standing at the west approach to the Talbot Avenue Bridge.

A Historic American Engineering Record Milestone: Digital Photography

The Talbot Avenue Bridge documentation project is the first time that HAER used a digital camera to document a historic engineering structure. Since its founding in 1969, HAER and its sister program, the Historic American Building Survey (HABS, est. 1933), has used large-format view cameras to take black and white photographs to document the nation's built environment. The HABS and HAER documentation standards required black and white large-format negatives for image clarity and archival stability.

New digital technologies make it possible to create better images with different options for storing native file formats and prints. The camera debuted in the Talbot Avenue Bridge fieldwork is a 100-megapixel Arca-Swiss Rm3di technical camera that uses modified traditional view camera lenses. Image files are saved to a compact flash card; a wired Microsoft Surface Pro 6 allows photographers to immediately view and correct shots.

Jarob Ortiz has been with HAER since 2016 and he loves the new equipment. It increases efficiencies—no more loading film cartridges in motel room bathrooms at night and no more waiting for film processing—and the quality of the images is substantially better. “We’re



HAER photographer Jarob Ortiz reviews a shot of the bridge on a tablet connected to the new digital camera.

getting sharper edges and less chromatic aberrations out of it for a cleaner image,” he told me as we were standing beneath the bridge.

The new technology also eliminates much of the risk of returning from a remote field site only to find that there was an equipment malfunction or a problem with the film. “You would know right on the spot as you are taking the photo, which is going to be better for everyone,” Ortiz said.

The new equipment comes with a hefty price tag. The rig Ortiz was using to shoot the Talbot Avenue Bridge costs about \$85,000. That

alone will make HAER photographers think twice about using the new digital equipment in some places. “When we’re talking about the price tag on this compared to what the price tag is on the old equipment,” Ortiz explained, “I’ll take my chances with the old stuff and save this for maybe more of the exterior shots where I’m not in those deep dark dank areas and exposing this technology to those kinds of situations.”

For a historian who frequently researches technological change, the bridge project was an exciting opportunity to see it firsthand.

David S. Rotenstein

1960s Montgomery County found ripe for urban renewal.

Throughout this period, the Talbot Avenue Bridge was Lyttonsville's vital connection to the outside world. Though not the only way in or out of the community, many Lyttonsville residents walked across the Talbot Avenue Bridge to access bus service along nearby Georgia Avenue, or get to workplaces in Silver Spring, homes or government offices and businesses in Washington. Another popular destination was Washington's U Street corridor where they could shop,

eat in restaurants, and patronize entertainment venues unencumbered by white surveillance and humiliation.

The bridge was an important part of Lyttonsville residents' lives. The bridge's rattling wood deck signaled to people when family members were returning from work; children played on and under the bridge; residents used the bridge as a directional landmark for visitors; and, Fourth of July meant watching fireworks from the bridge. As urban renewal and encroachment eroded Lyttonsville's cultural landscape

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and historic buildings were demolished or substantially altered beyond recognition, the Talbot Avenue Bridge became Lyttonsville's sole surviving structure linking the historic community with its past.

Historic preservation consultants working for the State of Maryland's Dept. of Transportation evaluated the bridge in environmental impact studies for the Purple Line light rail project. The consultants used state historic preservation documents prepared in the 1990s to determine that the bridge was eligible for listing in the National Register of Historic Places for its associations with the railroad and its engineering. None of the social history attached to the bridge and the neighborhoods it connected factored into the evaluation, the decision to demolish the bridge, or the mitigation plans required under federal law to resolve the adverse effect to the historic property (its demolition). The State of Maryland completed its mitigation documentation in late 2018. Consultants completed a new Maryland Inventory of Historic Properties form with updated information about the bridge, including some of the social history that became widely known in 2016 after I began writing about it. Furthermore, plans to demolish the bridge changed; in 2018 Montgomery County explored relocating the central span girders to a nearby trail.

Concerned that the mitigation documentation was incomplete, inaccurate, and didn't do justice to the important engineering structure and local civil rights landmark, in Dec. 2018, I contacted HAER architect and SIA president Christopher Marston. Marston got approval to do an in-house documentation project and wrangled two colleagues to do the large format photography. I would write the HAER history report.

Marston knows bridges—he's documented many of them during his long career with HAER—and he knows the Talbot Avenue Bridge in particular. Though the bridge is not in his backyard, it's pretty close. "I am a biker who sometimes rode the Capital Crescent Trail back when it was open," Marston explained in an interview while standing in the railroad tracks beneath the bridge. The Capital Crescent Trail was closed in 2017 to build the Purple Line. "I would almost always like to detour to take the Talbot Avenue structure."

The architect believes that the bridge is significant for many reasons. "They don't build them like this anymore and there's very few of these early overpasses left," he said. "It's also interesting that it originally was designed as a railroad turntable."

Much of the research for the HAER report had been completed between 2016 and 2018. All that remained in early 2019 was the photography. The 35-day federal government shutdown complicated the scheduling, yet by the last week in Feb., good weather and clear calendars made it possible to photograph the bridge for the Library of Congress documentation package. Marston, NPS photographers Jarob Ortiz and

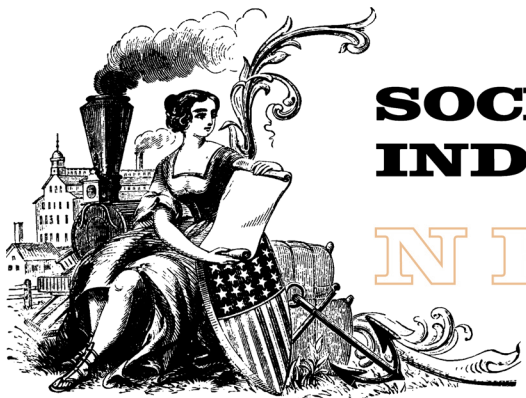
Todd Croteau, and I met at the bridge one crisp morning and completed the fieldwork. Besides documenting the bridge, the fieldwork marked an important HAER milestone: it was the first field project for which the division used a digital large-format camera to document a site (see digital photography sidebar, p. 3).

The HAER project follows earlier developments tied to documenting and celebrating the Talbot Avenue Bridge's history. In 2017, a civic association coalition held a meeting on the bridge. The following year, I curated a pop-up museum on the bridge with illustrated panels attached to the bridge rail and signposts. In 2018, residents in the neighborhoods on both sides of the bridge collaborated to throw a centennial celebration featuring music, food, and an art exhibit. They also held an evening lantern walk over the bridge. Since 2016, I have written about the bridge for the National Trust for Historic Preservation and the Vernacular Architecture Forum. And, I spoke about it at the 2018 American Folklore Society meeting. Artists have produced paintings and drawings depicting the bridge and a local filmmaker produced a brief documentary. Collectively, with no power to alter the bridge's fate, residents and other stakeholders have taken mitigation and commemoration into our own hands.

Once it is transmitted to the Library of Congress, the Talbot Avenue Bridge HAER documentation will be available to Lyttonsville residents who remember sitting on their porches listening for the rattling bridge deck, the bridge's voice as they described it in oral history interviews. Because the report will include the archival research and oral histories done to document Lyttonsville's history, it will fill a gap in published knowledge about the community. Books on Silver Spring's history and historic preservation surveys fully omit or fail to accurately convey Lyttonsville's stories, its history. It's a sore point among many Lyttonsville residents whom I interviewed in my research. The HAER documentation will be one small and long overdue step towards preserving an important story, if not the actual structure.

David S. Rotenstein





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PUBLICATIONS OF INTEREST

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GENERAL INTEREST

- ◆ Associated Press. **Museum Gets Massive, Century-Old Steam Engine Running Again.** NYT (May 31, 2019), www.nytimes.com. A 115-ton Corliss engine has been put on display at the National Museum of Industrial History in Pa. after workers got it running again following a 10-year restoration project. Museum historian Mike Piersa [SIA] reports that it is one of only four in the country that work.
- ◆ Engineering Heritage Australia. **Wonders Never Cease: 100 Australian Engineering Achievements.** Engineers Australia, 2019. \$49.95 + s&h, members; \$59.95 + s&h, non-members. This book of 100 significant Australian engineering achievements was produced to mark the occasion of Engineers Australia (EA)'s centenary year in 2019. Featured projects include the Stump Jump Plough, the Sydney Harbour Bridge, the Snowy Mountains Scheme, and many others. Stories are accompanied by an array of images.
- ◆ **Engineering Heritage Australia Magazine**, Vol. 3, No. 1 (Jan. 2019) includes Margret Doring, *The Ultimo Tramways Power Station in Sydney*; Judy Lindsay, *Launch of EA Newcastle Division Oral History Collection*; Margret Doring, *Völklingen Ironworks in Saarland, Germany: A UNESCO World Heritage Cultural Site*; Michael Clarke, *Sumburgh Head Lighthouse & Foghorn in the Shetlands*; Owen Peake and Margret Doring, *More on Manhole Covers*; Keith Baker, *Sydney Quarantine Station, North Head*; Owen Peake, *Steam Pumping Engine at Lake Boga, Victoria*; Miles Lewis, *Traegerwellblech*; Owen Peake, *Owen & Helen Peake Revisit Iran in Calmer Times*; and book reviews.
- ◆ John W. McGrain [SIA]. **Old Maryland Mills, A Portfolio.** Shagena Pub., Bel Air, Md., 2019. Illustrated history of grist and other mills from the Atlantic to the Appalachians, starting with the Kent Island windmills set up in 1629. The author has been photographing and collecting since 1964.
- ◆ **TICCIH Bulletin 82** (4th Quarter, 2018) includes Kah Seng Loh, *Theatres of Memory and Intangible Industrial Heritage in Singapore*; Liu Boying, *Technology Transfer and China's Modern Industrialization*; Eusebi Casanelles and Mónica Ferrari, *First Latin American List of Sites of Technical and Industrial Heritage*; Juan-Miguel Margalef, *The Mining Foundation of the Highlands of Cartagena-La Unión*; Alain Gelly and Matthieu Paradis, *The Richelieu Canals: Industrial Heritage in Motion*; Mary McMahon, *Industrial Heritage Association of Ireland*; Alison Wain, *Big Stuff in Poland*; Frank Matero, *The Slate Industry of Pennsylvania's Lehigh Valley*; Marita Pfeiffer, *The Foundation for the Preservation of Industrial Monuments and Historical Culture, Germany*; a report on Manuel d'Archéologie Industrielle, by Pierre Fluck, reviewed by Massimo Preite; Neil Cossons, *Obituary for Dr. Henry Cleere*; and conference and organizational news.
- ◆ **TICCIH Bulletin 83** (1st Quarter, 2019) includes Steven High and Fred Burrill, *Industrial Heritage as Agent of Gentrification*; Rolf Höhmann, *Industrial Heritage of Modern Iron- and Steelmaking: Preservation Before Extinction*; Paulo Oliveira Ramos, *First Use of the Term "Industrial Archaeology"*; Mirhan Damir, *Modern Industrial Legacies, a Précis of the Undervalued*; Hongtao Bo, *Transformation and Renaissance of the Centennial Shougang*; Anna Frangipane and Maria Vittoria Santi, *Industrial Heritage of the Modern Movement, Torviscosa Factory Town*; Eduardo Romero de Oliveira, *Brazilian Company Towns and Railway Villages*; Marion Steiner, *The Bay of Havana's Industrial Landscape*; Jaime Migone Rettig, *The Schwager Gym Restoration*; Miles Oglethorpe, *Celebrating the Genius of James Watt*; report on Wallace W. Abbey: *A Life in Railroad Photography*, by Kevin P. Keefe and Scott Lothes, reviewed by Betsy Fahlman; Christopher Marston [SIA], Patrick Martin [SIA], and Neil Cossons, *Obituary for Eric DeLony*; and conference reports and organizational news.

MINES & MINING

- ◆ Robert Draper. **The Rush for White Gold.** *National Geographic* (Feb. 2019), pp. 80–103. Batteries used in electronics and electric vehicles is driving a boom in lithium. Bolivia has the largest reserves in the world and this looks at the process of extracting lithium from brine underlying its huge salt flat and the economic and environmental consequences.

WATER TRANSPORT

- ◆ Bill Kirby. **The Way We Were: Canal Project Survived Waves of Criticism.** *Augusta Chronicle* (Feb. 10, 2019). <https://www.augustachronicle.com/news/20190210/>. A brief history of the Augusta Canal, which after completion in 1846 allowed Augusta (Ga.) to become known as the “Lowell of the South.” Today it is a National Heritage Area.

RAILROADS

- ◆ Stephen Jacobs. **Mapleton & Rocky Ridge Railroad Co.** *TT* Vol. 30, No. 4 (Winter 2018), pp. 5–11. The Mapleton & Rocky Ridge RR (Mapleton Depot, Pa.), was built by 1894 to serve the Phillips Glass Sand Co. There were seven sand plants in the area at this time with multiple companies quarrying and producing sand for glass.
- ◆ Kathleen Waters Sander [SIA]. **John W. Garrett and the Baltimore and Ohio Railroad.** Johns Hopkins Univ. Pr., 2017. 416 pp., illus. \$49.95. Tells the story of the B&O RR, chartered in 1827. The rail line from Baltimore over the Allegheny Mountains to the Ohio River was considered to be the most ambitious engineering feat of its time. John W. Garrett served as

president of the B&O from 1858 to 1884, quadrupling track mileage and improving railroad technology. Chronicles Garrett’s role and the technological transformations of the 19th c., from rudimentary commercial transportation to the railroads’ indelible impact on the country and the economy.

AGRICULTURE & FOOD PROCESSING

- ◆ **Domino Park / James Corner Field Operations.** *ArchDaily* (Apr. 8, 2019). <https://www.archdaily.com/914548/>. The five-acre Domino Park is the first phase of the transformation of the 11-acre former Domino Sugar factory complex. Over 30 large-scale salvaged relics, including 21 original columns from the raw sugar warehouse, gantry cranes, screw conveyors, bucket conveyors, and syrup tanks will be included in an interpretive “artifact walk.” The Domino Sugar Refinery operated on Brooklyn’s East River waterfront from 1856 until 2004.

BUILDINGS & STRUCTURES

- ◆ Duncan James. **Carpenters’ Assembly Marks in Timber-Framed Buildings.** *Vernacular Architecture* (2018), Vol. 49, No. 1, pp. 1–31. Different forms of carpenters’ assembly marks are explained, along with the methods by which they were made, where they are placed on a building and, when they are recorded and understood, how they can help in the analysis and interpretation of a structure.
- ◆ Ron Pearson and Ric Case. **Puckey and Company Coal and Wood Yard.** *TT* Vol. 31, No. 1 (Spring 2019), pp. 3–13. Puckey and Co. Coal and Wood Yard, a local coal and lumber distributor starting in 1893, was located in the middle of the East Broad Top RR’s Rockhill Furnace wye. Facilities included the office and truck scale, elevated coal trestle, storage sheds, and warehouses.

BRIDGES

- ◆ **Historic Bridge Bulletin**, Vol. 6, No. 1 (Mar. 2019) includes Historic Bridge Foundation, *Saving Ozark’s Historic Riverside Bridge*; Sara L. Nelson and Steve Olson, *Rehabilitating the Split Rock Stone Arch Bridge*; and Margaret Sherman and Monica Harrower, *Frankford Avenue Bridge: Rehabilitation of the Oldest Bridge in America*.

POWER GENERATION

- ◆ Paul Whitelam. **Relief for Heckington Windmill Despite Heritage Cuts.** *LincolnshireLive* (U.K.) (Mar. 15, 2019). <https://www.lincolnshirelive.co.uk/news/>. The local council works to support the Heckington Windmill, despite budget cuts and changes to other aspects of local heritage attractions. Heckington Windmill showcases Lincolnshire’s rich agricultural history and is unique

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With Thanks.

Reminder: Fall Tour, Reno, Nev., Sept. 19–22

Register now for the SIA 2019 Fall Tour, happening in Reno, Nev., Sept. 19–22. The tour hotel is the Whitney Peak Hotel, and the link for hotel reservations is now up and running on the SIA website. The hotel's cut-off date for our group rate is Aug. 27, so be sure to make your reservations soon! Tour registration will likely be open and available by the time you're reading this newsletter—watch for updates in your mail and email.

Friday and Saturday excursions will feature an excellent variety of process and historic site tours, including a newly-confirmed tour of the Tesla Gigafactory, Donovan Mill, Yellowjacket Mine shaft, Rock Point Mill site, Galena Creek Bridge, Nevada State Railroad Mu-

seum, AVK American (manufacturers of hydrants and valves), Bently Heritage Distillery, the Chollar Mine Tour, and many others. Saturday's banquet will be held at the Depot Craft Brewery and Distillery, located in the restored 1910 headquarters of the Nevada-California-Oregon Ry.

The optional Thursday tour will explore the scenic area west of Reno between the historic lumber town of Verdi, Nev. and Donner Pass in Calif. For Sunday, a steam train ride on the V&T Ry. from Carson City to Virginia City is available. For more details about tour plans see the Reno preview article in *SIAN* Vol. 48, No. 1 (Winter 2019), and see the SIA website for the latest updates and registration information: www.sia-web.org.



Lower Dump of the Gould & Curry Mine, Virginia City, 1860s.

Laurence & Houseworth

CHAPTER NEWS

The **32nd Annual New England Conference on Industrial Archeology** was held in Worcester, Mass., on Mar. 30, 2019. The **Southern New England** chapter was this year's host. Presenters included: Sara Wermiel, *Stilted Segmental Arch: Architectural Symbol of Industry*; Robert Dermody, *Mt. Hope Bridge: New England's First Major Suspension Bridge*; Renée Tribert, *Making Places: Beyond the Historic Resource Survey*; John Mayer, *Building Community with Industrial History: A Project Report from Amesbury, Massachusetts*; Emeline Young, *The Arkwright Bridge: A Rehabilitation Feasibility Assessment*; Barbara Kurze, *The Preservation Challenges of Echo Bridge*; John Schroeder, *The Institute for Industrial Art and History: An Overview and Archeology Opportunities*; Patrick Powers, *The "Eblana" Brewery in the Great Brewery Landscape of Roxbury and Jamaica Plain, Boston*.

In April, the chapter visited the former Blackstone Canal and one of its locks with a guide from the Blackstone Heritage Corridor, and toured an 18th-c. forge, mill houses, and restored factory buildings in Whitinsville, Mass.

Northern Ohio (NOCSIA) members enjoyed two tours this spring. On Feb. 20, 2019, the group visited Gotta Groove Vinyl Record Pressing Plant in Cleveland. NOCSIA member Guy Marentette reported on this event: I jumped at the opportunity to tour Gotta Groove Records because I've been a faithful listener to vinyl records since long before there were CDs or downloadable music. Gotta Groove opened in 2009 and is now a thriving operation, so I'm not alone (although I was the only one in our NOCSIA tour group who currently owns a turntable).

Our host and owner of the company, Vince Slusarz, explained the vinyl record manufacturing process, from cutting a master disk on lacquer, electroplating from the master to one or more stampers, and finally using the stampers in the record presses to produce the vinyl records. The first

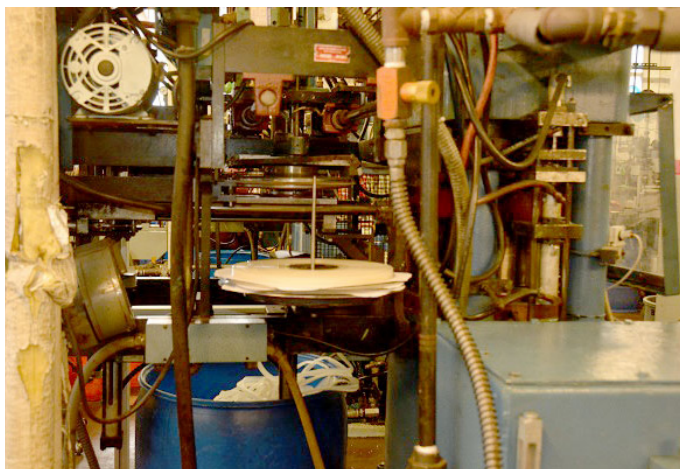
two steps are done at another location, so all we saw at the Cleveland plant were the pressing and final packaging.

During the tour we learned that it is possible to buy brand new, highly-automated record presses. However, new master-cutting lathes are not yet available, so Gotta Groove uses restored units that are perhaps 40 years old or more. Next, don't believe the myth that you should avoid records made with recycled vinyl—recycled vinyl is the same as virgin as long as it's pure. Any newly pressed disk that doesn't meet Gotta Groove's rigorous quality standards gets recycled, i.e. ground up and melted in order to press another disk. But there is a minor problem to overcome: the paper label in the center of the disk cannot be easily removed, and ground-up labels in the vinyl mix could cause noisy records. Therefore, every recycled disk is first put through a punch press which punches out a circular hole the exact diameter of the label—which produces an interesting souvenir coaster.

Gotta Groove sources its record jackets from a specialized printing company in Canada. Many musical acts now sell vinyl records at their performances instead of CDs. Fans tend to see this as more seriously artistic and respectful of sound quality.

Guy Marentette

On Mar. 16, NOCSIA toured Holy Rosary Church in Cleveland's historic Little Italy neighborhood. Anthony Valleraino presented a talk on the life and inspiration of Akron-born William Ginther (1858–1933), a prolific architect who designed Roman Catholic churches, schools, and rectories throughout Ohio, Pa., Ind., Calif., Va., and N.Y. Valleraino, a professional graphic designer, has authored a book on Ginther's work. At the time Holy Rosary Church was built in 1910, building churches was an important growth industry in the U.S. At that time Cleveland's Little Italy was home to old-world artisans who carved stone for building facades,



Vinyl record press seen during the tour of Gotta Groove.



A quality control worker at Gotta Groove adjusting a needle for a turntable.

Guy Marentette

Guy Marentette

public sculpture, and elaborate grave markers. Ron Petrie led NOCSIA members on a walk through the adjacent non-denominational Lakeview Cemetery to view the final resting places of John D. Rockefeller, Charles Brush, George Hulett, Francis Glidden, Alexander Winton, and other famous Ohio industrialists.

Jim Kenny

Oliver Evans chapter (Philadelphia, Pa.) held its annual dinner meeting on Feb. 2. The speaker was Fred Moore, historian with the Northeast Philadelphia History Network. He presented on "The Birth of the U.S. Airmail Service," with its first stop at the Bustleton Airfield in northeast Philadelphia. On Apr. 8, the chapter hosted a presentation on "Underground Philadelphia: From Caves and Canals to Tunnels and Transit," with speakers and authors Harry Kyriakodis and Joel Spivak [both SIA].

Roebling (Greater N.Y.-N.J.) co-sponsors a series of Industrial Heritage Walks throughout the year. On Mar. 31, members visited Hibernia, Morris County's best preserved mining town, where iron was mined from before the Revolutionary

War until well into the 20th c. A tour of Split Rock Iron Furnace, Morris County's only Standing Iron Furnace, was held Apr. 13. The visit included the stone furnace stack, the forge site, and an examination of the archeological remains of this once-thriving community. On May 11, a guided walk was held along the Waterloo Valley Trail: Morris Canal Towpath. This trail follows the route of the Morris Canal for almost six miles through the sites of small industrial villages and along the shore of Saxton Lake.

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

PUBLICATIONS OF INTEREST

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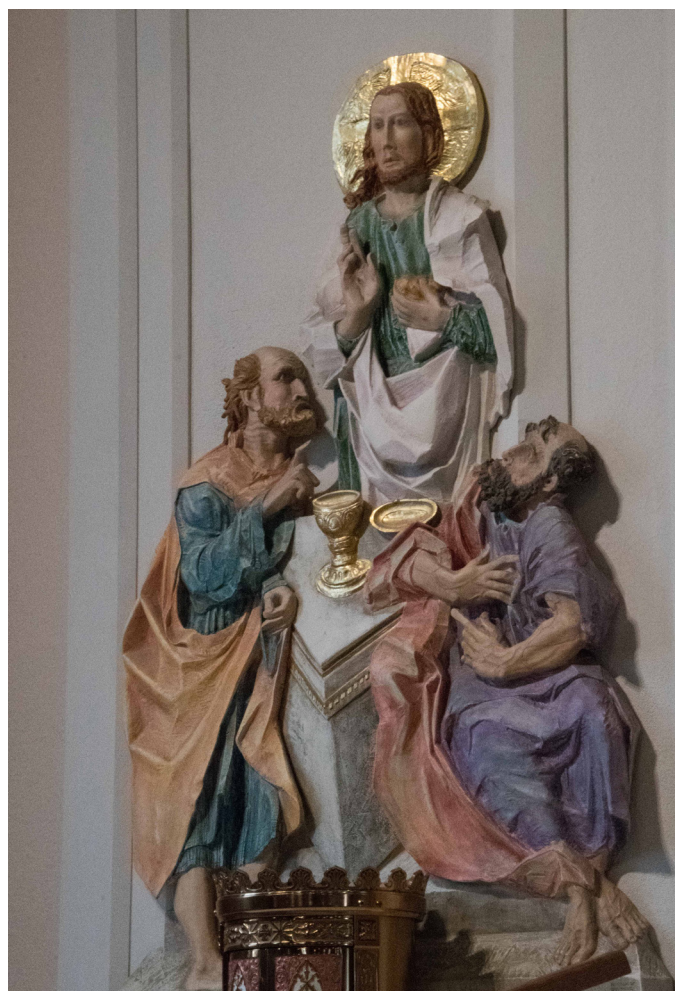
because of its eight maintained sails.

- ◆ **Windmillers' Gazette**, Vol. 38, No. 1 (Winter 2019) includes Mike Werst and John Killam, *Air-Electric Machine Company: The Early Years*; Camille Marcotte, *Fire Detection: Aermotor Forest Lookout Towers*; and Christopher Gillis, *Tower Obstacles Above and Below*. Avail: \$20/yr., published quarterly. Christopher Gillis, Editor, P.O. Box 788, Buckeystown, MD 21717; www.windmillersgazette.org.

MISC. INDUSTRIES

- ◆ Center for Land Use Interpretation. **Lighter Than Air: Exploring the Landscape of Helium.** *Lay of the Land Newsletter* (Winter 2019). <http://www.clui.org/newsletter/winter-2019/>. Helium is a noble gas, only leaving its mark on the planet through processes of its extraction, processing, distribution, and consumption. The Amarillo Helium Plant in Texas, the nation's first major helium production operation, opened in 1929. Since then, helium processing plants, pipelines, specialized tank containers, blimp hangars, and of course the balloon industry have left their impact on the landscape.
- ◆ Kathryn Eastburn. **The History of Downtown Greenwood's Historic Stoplights.** *Clarion Ledger* (Nov. 23, 2018). <https://www.clarionledger.com/story/magnolia/2018/11/23/>. Greenwood, Miss. boasts 64 vintage four-way traffic signals controlling traffic from overhead span wires at 30 intersections. A preservationist and others worked to preserve the town's vintage four-way traffic signals and to replace all modern ones. It is believed that the town has the largest working collection of historic stoplights in the U.S. and thus the world.
- ◆ Richard Gast. **Maple Sugaring Has A Long History.** *The New York History Blog* (Apr. 4, 2019). <https://>

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Guy Marenette

A statue inside the Holy Rosary Church.

IA ON THE WEB

Mike Bednar and Jerry Hoare of the **Phillipsburg Railroad Historians** share stories of life and work on the railroad. Part of the PRRH oral history series. <https://www.youtube.com>, search on Mike Bednar and Jerry Hoare Oral History.

Soundscapes of Industrial Heritage <https://www.sah.org/publications-and-research/sah-blog/sah-blog/2019/04/02/soundscapes-of-industrial-heritage>. Society of Architectural Historians blog post (Apr. 2, 2019) in the form of a podcast by Sarah Rovang about the soundscapes encountered at industrial heritage sites (including interpretive material as well as ambient/incidental sounds). Click on the audio links to listen, or read through the complete transcript.

Washington Tunnels: The D.C. Underground Atlas <https://www.washingtontunnels.com>. A thorough resource on the transportation, utility, and pedestrian tunnels of the D.C. area, including maps, text, photos, and web links. Narratives on the tunnels include history and recent uses of the tunnels, such as the 2003 attempt to reuse the Dupont Circle's streetcar tunnels as an art venue.

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

SITES & STRUCTURES

Restoration of **Historic Mission Control at NASA Johnson Space Center** (tour site, SIA 2017 Annual Conference, Houston, Texas) is on track for completion in mid-June of 2019, ahead of the celebration of the 50th anniversary of the Apollo 11 Moon landing on July 20. Restoration of the consoles that monitored the Apollo missions from the Mission Operations Control Room is nearly complete. One group of consoles was restored and reanimated at Cosmosphere in Hutchinson, Kansas last year. These were returned to Ellington Airport via the Super Guppy on Nov. 8, 2018, and are now in storage. A second group being restored and reanimated at Cosmosphere was set to return in mid-May 2019. Meanwhile the restoration team is focusing on electrical work and lighting, repairing damaged sheetrock, and preparing the walls for wallpaper. The Visitors Viewing Room is also being restored to its late 1960s state. The fully restored Mission Operations Control Room will be open for tours this summer.—<https://spacecenter.org/restoration-continues-on-historic-mission-control/>, Apr. 1, 2019. ■

IA EXHIBITS

City of Workers, City of Struggle: How Labor Movements Changed New York opens May 1 at the Museum of the City of New York. Workers built and maintained New York, and their struggles over pay, power, and inclusion have made and remade the city many times over. Some of the first labor organizations in the country were formed by the city's artisans in the early 19th-c. This exhibit traces the social, political, and economic story of these diverse workers and their movements in New York through rare documents, artifacts, and footage, and considers the future of labor in the city. Info: <https://www.mcny.org>.

Haverstraw Brick Museum (N.Y.) held a grand reopening celebration on May 5, 2019 after a year of renovations. Artifacts and artwork from Haverstraw's brickyards and fire department are on display, as well as a diorama that shows the landslide of 1906 caused by the over-excavation of the soft clay used to make the bricks, and a second diorama depicting what Haverstraw looked like with all the brickyards along the river. Info: www.haverstrawbrickmuseum.org.

Mills of Delaware County, on display now through the end of 2019 in the Newlin Grist Mill visitors' center (Glen Mills, Pa.). The exhibit explores the milling history of the area through numerous photographs of local mills, archaeological materials from Newlin Grist Mill's excavations, artifacts on loan from other local organizations and individuals, and maps showing the locations of mills in Delaware County at different periods in time. It is part of a county-wide initiative, "The Year of Mills 2019." Info: www.newlingristmill.org.

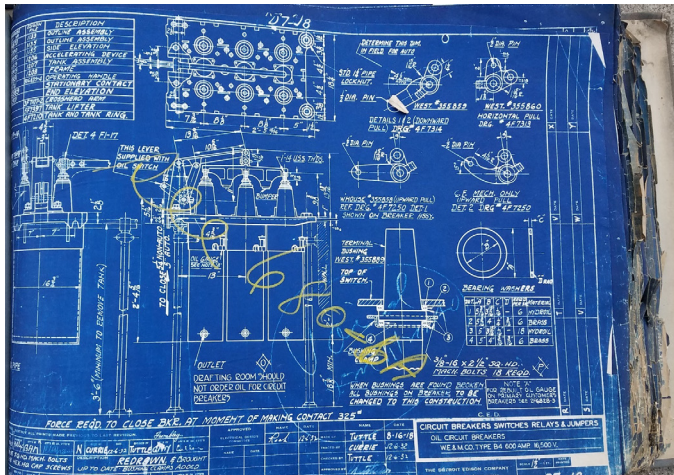
The Structure of History: Celebrating Industrial Heritage and Preservation in the Dr. Emory L. Kemp Collection will showcase items from Kemp's donation to the West Virginia and Regional History Center, which included blueprints, maps, restoration project reports, structural analysis papers, drawings, correspondence, and more that Kemp collected throughout his extensive career that spanned 50 years. Among the exhibit's highlights will be engineering drawings of the Wheeling Suspension Bridge, wires from the original Wheeling Suspension Bridge, a wrought iron I-beam from the original West Virginia Independence Hall, engineering drawings from Kemp's restoration of the Philippi Covered Bridge, a wrought iron chord from the original Philippi Covered Bridge, and correspondence about Kemp's work on the Sydney Opera House in Sydney, Australia. The "Structure of History" exhibit will remain on display through August in the John D. Rockefeller IV Gallery of the Downtown Campus Library of WVU. Info: news.lib.wvu.edu/2019/05/24/ ■

NOTES & QUERIES

Two SD books that contain plans for electrical breakers, 4.8kv to 24kv, are available from Kenneth Borg [SIA]. The books show the construction of the breakers and contacts. If interested, contact Kenneth at ken49146@aol.com or 3512 Merrick, Dearborn, MI 48124-3849.

Hagley Library has acquired the **Herbert Harwood Jr. Railroad and Transportation Collection** of photographic negatives. Comprising nearly 150,000 images covering all of the 20th c., the collection includes Harwood's own work as a

railroad photographer as well as the work of others. Among the collection are photographs from many notable photographers active in the 1930s and 1940s as well as the work of his father-in-law, George M. Beischer, who served as the chief mechanical officer for several railroads, including the fledgling Amtrak in the 1970s. Mr. Harwood's dual expertise in the railroad business and photography produced a collection that comes to Hagley with an already stellar reputation among rail enthusiasts.—<https://www.hagley.org/librarynews/>, May 20, 2019. ■



Kenneth Borg



SD books available.

PUBLICATIONS OF INTEREST (continued from page 9)

- newyorkhistoryblog.org. Short article outlining the history of making maple syrup and sugar, including information on the industry's equipment changes over time.
- ◆ David Johnson. **Lime Kilns: History and Heritage**. Amberley Pub., 2019. 96 pp., illus., \$16.01 paperback. Discusses the uses and importance of lime, and how it has been portrayed artistically. Also describes how lime kilns changed over time from simple clamp kilns through small farmers' and estate-field kilns to large, commercially-operated kilns. It is illustrated with photographs, paintings, and plans drawing on examples from across Britain.
- ◆ Lee Rainey. **Treenails and Locust Pins: A Forgotten EBT Landing**. TT Vol. 30, No. 1 (Winter 2018), pp. 12–15. Treenails and locust pins (the American preferred material for treenails) were in demand through WWI. The first firm to produce locust pins on a large scale along the East Broad Top RR was Beers and Greene. Several other companies later operated in and near Rockhill, Pa.
- ◆ Eduardo Souza. **Infographic: The Evolution of Glass**. ArchDaily (Apr. 29, 2019). <https://www.archdaily.com/915760/>. A concise timeline on glass production from ancient Egyptian and Mesopotamian times to the present.

ABBREVIATIONS:

- MHJ = Mining History Journal, published by the Mining History Assn.
- NYT = New York Times
- TICCIH = The International Committee for the Conservation of the Industrial Heritage, www.mnactec.com/ticcih
- TT = Timber Transfer. Published by Friends of the East Broad Top. Avail. with membership. \$30/yr. www.febrt.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. ■

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

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CALENDAR

2019

Aug. 9–14: Assn. for Industrial Archaeology Annual Conference, Somerset, England. Info: www.industrial-archaeology.org.

Sept. 11–13: Sixth Big Stuff Conference, “Preserving Large Industrial Objects in a Changing Environment,” Katowice, Poland. Info: <https://bigstuff.omeka.net>.

Sept. 19–22: SIA FALL TOUR, RENO, NEV. Info: www.sia-web.org.

Oct. 18–19: 2019 Iron & Steel Preservation Conference/Workshop, Lansing, Mich. Info: meslerv@gmail.com.

Oct. 24–27: Society for the History of Technology (SHOT) Annual Meeting, Milan, Italy. Info: www.historyoftechnology.org.

Oct. 26: GREAT FALLS SYMPOSIUM ON THE INDUSTRIAL ARCHEOLOGY OF THE NEW YORK-NEW JERSEY AREA, PATERSON, N.J. 39th annual event held by the SIA Roebling Chapter. Info: www.roeblingsia.org.

Nov. 19–23: Assn. for Preservation Technology International Annual Conference, Miami, Fla. Info: www.apti.org.

2020

Jan. 8–11: Revolution: Society for Historical Archaeology Annual Conference on Historical and Underwater Archaeology, Boston, Mass. Info: www.sha.org.

Mar. 18–21: National Council on Public History Annual Meeting, Atlanta, Ga. Info: <https://ncph.org>.

Apr 29–May 3: Society of Architectural Historians Annual International Conference, Seattle, Wash. Info: <https://www.sah.org/2020>.

Oct. 7–11: Society for the History of Technology (SHOT) Annual Meeting, New Orleans, La. Info: www.historyoftechnology.org. ■