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DECONSTRUCTING PITTSBURGH'S BIG REFRIGERATOR BUILDING

n 1930, Pittsburgh newspapers reported on plans for a new seven-story cold storage building next to the Pennsylvania RR's sprawling produce terminal and railyards along the Allegheny River. Completed in less than a year, the new building became a familiar visual landmark in the industrial city's Strip District. A new owner in the 1980s installed a giant illuminated smiling fish, enhancing both the building's visibility and the city's residents' attachment to the site. Though the property is a contributing building in the Strip Historic District (listed in the National Register of Historic Places in 2014), in 2021, demolition began on the former Federal Cold Storage Co. building. The solidly built structure's slow, sophisticated deconstruction and trip to an area landfill began. This article documents the building's history and its demolition.

Advances in refrigeration technology during the 1920s, aggressive business practices by Cleveland and Pittsburgh ice industry entrepreneurs, and Pennsylvania RR produce yards improvements converged on a lot at the foot of Pittsburgh's Sixteenth St. Bridge a little more than a mile from where the Allegheny and Monongahela rivers meet to form the Ohio River. A subsidiary of the Cleveland-based City Ice & Fuel Co., the Federal Cold Storage Co., was formed to operate the corporation's Pittsburgh warehouse. Each city's ice-making and distribution business history has its roots in the 1890s.

John Winslow Hubbard (1865–1947) inherited his family's

(continued on page 2)

 In This Issue:
Summer 1952 in an Idaho Lumber Camp

 Industrial Artifacts Rescued from a Pa. Landfill
L. Trottier

> Appointed to Order of Canada



Former Federal Cold Storage Co. building, Sept. 2019. The truck loading dock is visible beneath the shed roof to the right.

PITTSBURGH (continued from page 1)

Pittsburgh tool foundry in the early 1890s. Known locally as the "Shovel King," Hubbard also owned substantial stakes in riverboats and breweries. In 1899, Hubbard and four partners formed the Pittsburgh Ice Co. By the late 1920s, Hubbard had bought or founded four additional ice companies: the Wilkinsburg Ice Co., the Union Ice Co., the Hilltop Ice Co., and the Hubbard Ice Co. The entities consolidated and merged in 1931 as the City Ice & Fuel Co. Hubbard became the operating company's new vice president.

Harry D. Norvell (1859–1931) was born on a farm in Chester County, Pa. As a teenager, he began driving an ice wagon in Philadelphia. He moved to Cleveland where he built up enough capital to form the Independent Ice Co. in 1894. In 1908, Norvell changed the company's name to the City Ice Delivery Co. and in 1921, the company reorganized as the City Ice & Fuel Co. Over the next eight years, the company went on a buying spree acquiring ice companies throughout the U.S. and Canada. When in 1929 newspapers

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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.

TO CONTACT THE EDITOR: Marni Blake Walter, Editor, SIA Newsletter, 11 Esty Rd., Westmoreland, NH 03467; *sianeditor@siahq.org*. reported that it was buying six Pittsburgh companies, the firm already owned more than 120 facilities. It was the largest ice company in North America.

The Federal Cold Storage Co. applied for a City of Pittsburgh building permit on July 11, 1930. According to the *Pittsburgh Post-Gazette*, the Chicago-based Blome-Sinek Contracting Co. designed the new building. Its projected cost was \$2.5 million and with four million cubic ft., it was projected to be the thirdlargest cold storage building in the U.S.

The Depression that struck in 1929 likely impacted design decisions for the new Pittsburgh cold storage building. Though it included pilasters that broke up the sheer fenestration-free seven-story facades, unlike its counterparts in other cities built during the 1920s, the Pittsburgh building lacked terra cotta coping and ornamental parapets. It included docks adjacent to a rail siding on the building's north side leading from a railyard where workers offloaded produce for storage inside. Trucks arriving to remove stock pulled up to docks on the building's western Fifteenth St. side. Freight elevators inside moved stock between the first floor and storage floors above.

Plans for the new facility included the seven-story cold storage building and a two-story concrete annex where the ice plant would be housed. James Wholey, a later owner, said that the original design included a deep well that tapped into Pittsburgh's aquifer. That well supplied abundant cold fresh water that was used to manufacture ice and to cool the building's interior. A Duquesne Light Co. substation was built into the annex's south side.

The cold storage building's design included double walls, each one-ft. thick, separated by a foot of powdered cork insulation obtained from the nearby Armstrong Cork Co. factory. Cork insulation also was added to the interior partition walls, and the floors were constructed of reinforced concrete. "There's panels of cork on the inner walls as well. They were in big giant rectangles as the insulation to keep it cool in there," one demolition worker reported in Feb. 2022.

Construction on the two-story ice plant began first. Once it was well underway, construction workers began driving piles for the cold storage building. By mid-Aug. of 1930, construction was well underway on the outer walls. The *Pittsburgh Press* newspaper reported that workers were rapidly raising the walls using a "slip-form method" in which concrete was poured into wood forms that were regularly raised above completed sections.

Pittsburgh's Federal Cold Storage Co. building opened for business in early 1931, less than a year after it was first announced. The facility, the businesses renting space there, and the many local markets and restaurants that relied on easy access to stored foodstuffs were critical parts of the city's economy. City Ice & Fuel continued distributing ice throughout the city and the company sponsored several radio programs in the 1930s, according to ads published in Pittsburgh newspapers. As technology evolved in the 1940s and 1950s with motor trucks supplanting rail for freight transportation and household refrigerators permeating the



Federal Cold Storage Co. building in 1955. Left, showing the railroad siding and downtown Pittsburgh in the background; right, showing the Penn Ave. facade.

consumer market, the Federal Cold Storage Co. changed its name to reflect the changing times. In 1949, the City Ice & Fuel Co. became the City Products Corp.

During its lifetime, the Federal Cold Storage Co. building made local headlines for extraordinary events not related to the daily arrival and removal of produce. In 1936, when massive floods inundated Pittsburgh on St. Patrick's Day, floodwaters entered the ice plant. The water melted the edges of large ice cakes, which then refroze after the waters receded forming what the *Pittsburgh Press* described as a "1,000 ton iceberg" inside the building.

Pittsburgh newspapers and congressional documents recount some of the important labor activities that occurred at the site. Though there were several actions that took place during the building's active life as a cold storage warehouse, the most impactful occurred during the last months of World War II, starting in the spring of 1945. Union warehousemen struck, leaving food already stored inside the building inaccessible to its owners. This affected civilian and military supply chains and it spurred one McKeesport, Pa., market owner to go to court to get an injunction that would allow him to remove his produce.

City Products Corp. sold the building in 1980 to the Regional Industrial Development Corp. The non-profit then sold it to Robert Wholey & Co. Locally known as Wholey's, the business dates to 1912 as a poultry market founded in nearby McKee's Rocks. The business moved to the Strip District in 1959 after a decade in downtown Pittsburgh's Diamond Market and began specializing in fish.

After owner Robert Wholey returned from visiting Hong Kong, he told people about the spectacular lighted animals projected on buildings at night. "The engineers were present when he told that story and they thought as a nice Christmas gift they would put a light-up fish on the side of the building,"

(continued on page 16)



Giant illuminated smiling fish, Sept. 2019.



Holes drilled into the south and east facades, Sept. 2021.

A Summer in an Idaho Lumber Camp-70 Years Ago

n June of 1952, Robert M. Vogel (SIA), then age 21, and his new bride Margaret, soon to turn 20, set off for the summer on a rather unusual honeymoon. They drove west from Margaret's home on Long Island into the Midwest and the Plains states, stopping at Rapid City, S.D., where Robert thought he might find work on the new dam, but it had been completed. They carried on to Orofino, Idaho, where one of Robert's University of Michigan classmates had told him the lumber camps would be hiring summer help. Arriving in late June, they learned that hiring would not begin until after July 4th, due to the spring rains. Robert discovered that a contractor was building a bunkhouse at the camp and signed on for that work until the White Pine Lumber Co. began hiring. The account that follows is based on Robert's recollections and the couple's letters home to his parents, which include his impressions of the Badlands, Mount Rushmore, and Yellowstone, together with details of their adventures. They crossed the Continental Divide into Idaho on 22 June. Margaret recorded their arrival by postcard and reported, "We have been to about 7 mills, which are wonders to see. Everyone is very friendly and helpful, clad in jeans, cowboy shirts, boots, and Stetson hats. Bars abound, and the talk is all of logging and cattle."

Robert provided a fuller account in a letter of 23 June: "By five we arrived in Orofino and there found Bickham and Davies [Michigan friends]. From Orofino we all drove up to one of the mills or camps, the Band Mill, so named because the lumber is cut from the logs with a huge band saw. There was no work for any of us as it was still the rainy season, and things were sort of running at half speed till around the 4th of July. We spent the night at the next camp up, 25 miles from town, the 'O' Mill. The camps are all very huge and real operations-realize that 95% of the nation's lumber comes right from this area-Idaho, Ore., Wash., and northern Calif. A camp has a huge mill where the logs are cut into rough lumber sizes, a huge kiln building where the lumber is dried, and a planing mill where it is finished. Also large vards for storage, shops, bunkhouses, shacks, etc. etc. Sunday we drove around to several other camps seeking work but the story was pretty much the same, after the 4th plenty of work but till then nothing much doing. Work in the woods is impossible until the rain is definitely over. Sunday night we camped out in a park in Orofino. Monday we returned to the Band Mill which is 15 miles from town on a tip that there might be work after all, however this was a phony. But I saw that they were building a big new bunkhouse, so I went to the contractor who was doing the job, and he gave me a job immediately—digging a ditch, as it happened. We both ate lunch here, Margie ate with the cooks and other girls of course. ... Much beef-cows and steers wander casually all over the camp. Tuesday I came back here and was put on carpentry work on the bunkhouse all day which was very pleasant. I think I am starting at 1.65 an hour. The day is from 7 till 4 with lunch from 11 to 12. Today Margie came to



The Band Mill saw mill, part of the White Pine Lumber Co. complex in Grangemont, just east of Orofino, Idaho. Burner, stacks visible in the background. Aug. 1952.

Robert M. Vogel, Vogel Slide Collection, IA Image Archive at MTU

the mill with me and sat around the cook house and helped a little, and I think tomorrow we are going to latch onto a company shack right here which will be rent free—very nice... You never saw such friendly kind people. Everybody is very helpful and easy going... Although I am working for Atkinson the contractor, I am on the company payroll and after the 4th or whenever I will merely get put on something else. It makes little difference what—all the work seems to be very interesting. The mill process itself is very fascinating—It is all run on steam of course as there is no fuel cost they merely burn the scrap wood in the boiler so it makes no difference how inefficient it all is."

In his next letter, dated 29 June, Robert discussed the mill's vacation schedule for the July 4th holiday, and their housing problem. "Things are now fairly settled. I am still working on the new bunkhouse, but the 4th holiday is sort of starting from any time now on and people are gradually leaving. I doubt that the rest of the carpenters will even be there tomorrow— Monday [June 30]. Also many of the mill hands will probably not be back tomorrow although the mill does not close down officially till Wednesday afternoon [July 2], so I will probably be able to get a good job in the mill which is very interesting work. We work a 48-hour week so Saturday is 8 hours of time and ½. I still do not know exactly how much my wage is. \$1.65 or .70, I think. Well, as to living, by last Wednesday we still had no place and were sort of half camping out and sleeping in a crusty old shack. One of the millwrights (to maintain mill machinery) with whom I had talked several times about the mill drove up with his wife and kids and insisted we spend a few nights on their sofa until we found a cabin. They have a little farm about three miles from the camp and are very lovely people, really of the land... Such real kindness and hospitality is hard to believe after living in a city so long. Then Friday I was talking to the man who cuts the rough lumber to length after it is sawed—known as the 'trimmer-man,' named Ike Allen, and he, also knowing of our housing problem, told me that he and his wife were going to Canada for a week and would we like to live in their shack while gone and care for their [pets]. So here we are, the place is quite lovely even electricity and h&c running water. Even the wood stove is quite modern and efficient. Also, I located a cabin for us. ... I had decided to build, using scrap lumber and was going to start this weekend, when yesterday I discovered a little shack used only for storing a little junk, and was given permission to use it. So next week we will move it, as now it is right in back of the bunkhouses. The boss is very helpful, allowing the use of his truck to move it, and he will give me all the material to renovate it. I will panel the entire inside with scrap cedar which we are using on the bunkhouse. We will move it to a site on the water main that runs through camp. The thing is about 8 x 16 ft.—about the size of one half of our living room—and I will build in a bed, table, and sink, and outside a hole-in-the-ground refrigerator using running water to cool as there is no ice available here. Also I must build an outhouse. By the way, the address should be Band Mill, Grangemont, Idaho, instead of Orofino, although either is OK."

On 6 July, Robert explained that the camp observed "a long holiday-the mill shut down Wednesday afternoon and just about everybody left. Davies and I however worked for about 6 hours on Thursday [3 July], cleaning up some debris. ... I wish I could have seen the felling of the trees next door. Of course, you should see the activity in [the] trees here, needless to say. You really never saw such lovely and huge timber as this. All perfectly straight. ... The work is still on the new bunkhouse. I hope that starting Monday [7 July] I will be able to get something new and interesting in the mill or on a truck. I might be able to get the job of 'setter' who rides on the carriage which holds the log and is drawn past the saw. The setter after each pass of the carriage sets a ratchet which moves the log out the thickness of another board so that as the carriage and log pass the saw again another board is cut off. Very interesting job. You sit in a seat and shoot back and forth and merely juggle a lever. I will try to get a small section of an old band-saw blade used in the cutting so that you can see. We are going one of these days to go up one of the numerous streams hereabouts and prospect for a little gold which exists in virtually every stream here. Not in any great

(continued on page 6)



Log cars being loaded on the Camas Prairie RR near Orofino, Idaho, Aug. 1952. The Camas Prairie RR was a nearly 300-mi.-long short line network set atop the hills of Northern Idaho. Owned and operated jointly by the Northern Pacific and Union Pacific RRs.

IDAHO LUMBER CAMP (continued from page 5)

quantity to be sure but it would be interesting to find a bit."

About ten days later, 16 July, Robert started another letter to his parents but he was so busy that Margaret had to take it up and complete it on 21 July. Fortunately, they had brought a portable typewriter with them! "I have been busy every spare minute getting the shack into livable shape. ... We finally did get a site and with many kibitzers and assistance from all we hooked up chains and pulled it over with one of the trucks. The place is lovely—in sort of a little grove of huge pines and overlooking a lovely meadow where cattle eat and wake us up at 5 a.m. with bellowing. So the first thing I built a bunk and someone gave us a moldy old double mattress which we DDT'd. Then various tables and counters etc. All this is of course built in and makes it very cozy (what wouldn't be cozy in an 8×14 ft. cabin?). So we moved right in. The next week of work was still in the new bunkhouse but about the middle of the week I was switched to another new building going up-for a 'stickering machine' which in two words puts sticks between the layers of lumber that go into the dry kiln to be dried. It is quite large and very interesting. Every evening I add more to the shack. The inside we are paneling with beautiful cedar which around here is garbage. I put in some lovely shelves. As to utilities-the funniest of all. For water we bought a big galvanized garbage can and I punched a hole in the bottom and mounted it outside on a platform. A hunk of rubber hose runs into a faucet and we carry water from a nearby house. The sink is a small galvanized tub with a hose in the bottom running outside. All works very well. Refrigeration is the old home type. I built a big wooden frame on the side of the house and this is covered with burlap which dips at the top into a pan of water. This keeps the burlap soaked, and the evaporation from this cools the contents of the box. It stays at about 60 degrees. We found a rusty old wood stove in a junk heap and for days Margie scrubbed it with a wire brush and blacked it and it is positively lovely. It is very easy to use, and we wanted this rather than the gasoline [camping] stove for the oven which works well. Light of course is from the gas lantern which is very dependable and efficient. The whole thing should be done by next weekend."

"Yesterday after lunch I finally got in the mill. One of the men was sick, so I was 'edge picker'—it is quite hard to explain..." [Margaret picks up the tale here a few days later on 21 July] "Robert has not had time to finish his epistle, so I have been commissioned to complete the job. I see he has left off at a most crucial point, in regard to the intricacies of edge-picking. ... this glorious occupation consists of the following: after the boards are cut from the log, they have to be sawed into correct widths, and the bark edges also have to be sawed off. The man who does this is called the 'edge sawyer' ... the

Member News Louise Trottier Appointed to the Order of Canada

Louise Trottier, who served on the SIA's board of directors in the 1990s, was appointed in Dec. 2021 to the Order of Canada, the second highest honor that Canada awards, after the Order of Merit. The Order of Canada recognizes Canadians of outstanding merit (and others in the world) who have given distinguished service through lifelong contributions in all fields of endeavor. Members of the order are those who exemplify the motto desiderantes meliorem patriam (they desire a better country). Trottier was nominated to the order for her twenty years as Curator of Energy and Natural Resources at the Canada Science and Technology Museum in Ottawa, where she added more than 4,000 artifacts to the museum's collections, greatly enhanced the museum's collection of trade literature, and organized several important exhibitions on mining, forestry, and other industries. Before joining the museum staff, she had worked in various facets of industrial heritage, including as historian at St. Maurice Iron Works (Forges du Saint-Maurice) in Quebec, which was the first site in Canada to receive the designation Industrial Heritage Site. When she joined the Canada Science and Technology Museum, she was its only female curator. She retired from the museum in 2008. Trottier's nomination to the Order of Canada cites her tireless work mentoring young women in what had traditionally been a maledominated workplace, and she also worked to interpret Canadian industrial heritage from multiple perspectives, including indigenous and immigrant communities.

Trottier's service on the SIA board was during the time when board meetings were held in person, usually in Washington, D.C. She arranged to host a board meeting in Ottawa, and being a proud Canadian she insisted that the meeting be the January meeting, so SIA board members could experience real winter. Trottier helped to organize the SIA's annual meeting in Quebec City in 1989, and she was program chair for the SIA's annual meeting in Montreal, where she arranged to have simultaneous translations of all papers presented. She also served on the board of directors of The International Council on the Conservation of Industrial Heritage (TICCIH) and was the main organizer of the TICCIH Congress in Montreal in 1994. In the 1990s, she arranged to have the Univ. of West Virginia's Industrial Archeology Program join with the Univ. of Western Ontario to develop a joint training program in industrial archeology for employees of Parks Canada and museum professionals across Canada.

Fredric Quivik

lumber progresses from his saw down a conveyor belt to the 'edge picker,' whose job it is to remove the two bark edges from the board as it passes by. These edges have been sawed off by the 'edge sawyer,' but have to be removed from the conveyor belt, as the boards progress on to be cut into specific lengths, and then are piled into trucks to be taken to the dry kiln. The 'edge picker' also controls a lever which determines whether material coming straight from the saw (not going through the edge sawyer) should be diverted to be burned, or go on to be cut into widths and onto the trucks. The first cut from a log is, of course, bark, and it shoots straight down to the edge picker, instead of going through to the edge sawyer. So the edge picker pushes his lever, which stops the bark, and shoots it onto another belt to go to the burner. Some boards cut from a log are already 'square,' and also do not require to be cut by the edge sawyer, so these too are sent down to the edge picker, who lets them by, and they go on to be cut into widths. You can see, he has to be on his toes, pick edges, and watch the other belt to see what is coming down from the saw. Robert was thrilled to get into the mill, yet found that the time dragged, so he was not too sad when he was put back on the sticker building the next day. Since then, he has been helping pour cement for the floor of the sticker building, but has recently been put on stickering himself. Stickering consists of placing short boards between the layers of lumber to go into the kiln. This job pays 12 cents an hour more than his previous occupations, and is thus considered a more choice job. He finds it extremely boring though, and would rather do something more interesting for less pay. I certainly agree with him! So, we shall see what happens."

Margaret continued: "... The process of housekeeping is not as primitive as it may sound at first, although it does take considerable time. ... Luckily we are only located about 20 yards from the mill boss's house, from whence I haul water (or pack it, as they say here)... Dick, the boss, and his wife are extremely kind and friendly, and we are becoming quite chummy. They both are intelligent and interesting, and I think are a little intrigued by our escapades in our hovel down the road...We are continually amazed by the friendliness and genuineness of the people here... Interpersonal relations are so much more relaxed than in the East. ... We are getting our milk from the W[h]itmans who so generously offered us their [davenport] and hospitality for two days and are quite friendly with them. They are truly an enchanting family, and the three girls are a joy to behold...Last night I drove with them to their grandparents up the road, where having operations were underway. It is amazing to see Grandpa, who is a millwright, works a 45-50 hour week, at the age of 65 or over, and who pitches hay like a man of 25. ... Next Sunday the union at the Mill is having a picnic in Orofino to which Robert and I have been invited. We are looking forward to it very much, but hope that it won't turn into a booze party..."

Robert picked up the correspondence again on 27 July, describing how he'd been helping with the haying: "Three nights this past week I have been helping hay for the father-in-law of the Tom Whitmans who befriended us and put us up as you will recall. So I felt that this is a nice way to repay them. Arthur Frear, Tom's pa-in-law, is the millwright; Tom is the assistant millwright. He is a very nice old guy and still farms with horses. Each afternoon we would both go up with them after work and hay till six, then eat a huge dinner (Ma Frear used to cook for lumber camps) and then continue till dark. Between this I have been finishing off the shack. I put in a lovely pine floor today and a huge drawer under the bed and am about to call it a day. It is very cozy and we will hate to leave it."

"Well, I started out the week still stickering lumber and slowing going out of my mind with the monotony-you have two guys, one at each end of a big stack of lumber, and build it into another pile but inserting spacing sticks (stickers) between each course which enables the moisture to be removed in the kiln. And this is the process all day long. The stacks are moved around the yard by a forklift truck and one of those straddling lumber carriers. [He made a small drawing here.] At any rate they found out how much I disliked it and put me back working on the stickering machine building. This will sticker a stack of lumber in 4 minutes while 2 men take about 20–30. I am still fishing for a truck job. Am happy, however, and still like the whole place very much. ... We had to go to town yesterday after work for groceries and to buy me a pair of work shoes. You should see that place on Saturday afternoon and night. Every other door is a bar of course, and they are all really screaming. After dark the one main street looks like Times Sq. and every single (unmarried) lumberman in the region gets his load on. ... Do not fail to obtain the August Popular Mechanics (out about July 29) as there is to be an article on the Orofino 'Old Lumberman's Day' [log-rolling Rodeo] held every year at the end of September—we will miss it—and there will be among others of the vicinity shown one Fred Fuger (that's Few-ger) an old guy of about 70 who works here out on the mill pond and shoves the logs into the mill." (See Rafe Gibbs, "Ride 'em, Lumberjack," Popular Mechanics, Aug. 1952, available on books.google.com. The feature about Orofino's annual rodeo concentrated on log rolling and birling competitions with very little information about the day-to-day operations in the lumber camps.)

Margaret writes again on 9 August: "We certainly are going to be sorry to leave our little homestead. The poor thing has never gotten completely finished (and I doubt if it will). The establishment belongs to the company, as do all the houses here, but in reality, it will probably go uninhabited until next summer when some couple are desperate for shelter, as were we."

"Robert is currently working on the sticker building, and driving trucks to and from various places at other times— [his] salary ranges from 1.65 per hr to 1.82 per hr. So far we have not been able to save a cent, but today marks the turning point. Today, when we cash his check, we will finally be able to have more than enough left to tide us over the next two weeks! What a joyous occasion! We expect to return home with \$200 if we're lucky. ... For some reason the company issues all pay checks downtown, so on Sat. night there is a mad pilgrimage towards Orofino."

IDAHO LUMBER CAMP (continued from page 7)

Robert wrote the last two letters on 18 and 27 August, reporting that "Today I had to drive a truck to town for a load of stuff... I have not been on the lumber run for a few days as the truck has been tied up elsewhere.... "The end is unfortunately near at hand. We will leave this Saturday the 30th immediately after work and drive as far as possible. We will call from Ann Arbor... Recently I have been pretty much driving to town one trip a day, a big old Army-surplus Studebaker truck hauling up stickers from the company's planing mill there, not too exciting as they all have to be loaded up by hand."

Post-script: In September the couple returned to their studies at the University of Michigan. Margaret corresponded with the Whitmans, Tom and Joy, for many years. Robert recalls that in the summer of 1952, the company had recently introduced chain saws. These mechanical saws, as described in the Popular Mechanics article, were available in models of three, five, and seven horsepower, and of course, revolutionized the cutting of lumber. Prior to that, they had used two-man crosscut saws. The shack that Robert found and remodeled was a cabin formerly used by the saw-sharpener of those two-man saws, which were no longer needed. It had a trap door in the roof which opened to provide additional light for sharpening. Among the many novel experiences of that memorable summer, this was the first time Robert ever saw a chain saw. He notes that the band saw and other saws in the mill were driven by a Corliss engine housed in a rather dark basement. The log carriage was driven by a steam plunger controlled by the sawyer who sat in an enclosure beside the saw operating levers, one of which worked the carriage back and forth, and another worked the log onto the carriage and turned it over.

It is unclear how many of the buildings of the White Pine Lumber Co. remain at Grangemont. Local names, such as Band Mill Road and Band Mill Loop Road, preserve something of the past, and online advertisements for 20-acre lots for sale in the area reference "the remaining mill ponds from when this was an active sawmill."

The Clearwater River Basin, long the home of the Nez Perce Tribe and currently their reservation, featured in the Lewis & Clark Expedition. The Clearwater Historical Museum in Orofino preserves a pack saddle from the Expedition as well as photographs and documents from the area's rich logging industry history. There are a few photos from the 1930s identified as the Grangemont Mill on the website of the Forest Service Museum in Montana: forestservicemuseum.pastperfectonline.com.

Robert M. Vogel, Margaret D. Vogel, and Helena E. Wright

SAVE THE DATE! Northwestern Pa. Fall Tour, Sept. 14–18

The 2022 SIA Fall Tour is set for Northwestern Pennsylvania and will be hosted at the Quality Inn & Conference Center in Franklin, Pa., Sept. 14–18. The Fall Tour will focus on visits to sites of oil and RR heritage of the region as well as related industries, such as machine shops and oil field engine building and repair. September is a fantastic month of the year to visit NW Pa., and the SIA is excited to bring members to an area rich with industrial heritage that highlights the first generations of oil exploration and development unlike any other place. Details will follow in an email announcement soon!



Bird's-eye view of Franklin, Pa., 1901, by T.M. Fowler.



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GENERAL INTEREST

Melanie Rock. Burning Bright: A New York City Museum Shines a Light on Inventor Lewis Latimer's Legacy. Preservation (Winter 2022), pp. 28–35. Lewis Latimer (1848– 1928) was an electrical engineer and draftsman who penned Graham Bell's telephone patent drawings, and took out his own patents on electrical lighting filaments, improving on the practicality and durability of the original Edison patents. Latimer had many interests including visual arts, religion, philosophy, education, and human rights, and as a Black man struggled to overcome prejudice. The historic house museum at 34–41 137th Ave. in Flushing, Queens, celebrates Latimer's achievements.

IRON & STEEL

Evan Y. Jones and York E. Jones. Iron Mining and Manufacturing in Utah: A History. Southern Utah Univ. Pr., 2019. 484 pp., illus. \$24.99. Covers the geology, mines, and furnaces of Iron County, Utah, from the discovery of the iron ore deposits in 1849 through the closing of the last mines and furnaces in the early 2010s. Discussed are early attempts by the Mormons to smelt iron, without much success from 1850 to 1885. No significant mining or smelting occurred again until 1923 when the Columbia Steel Corp. invested in a furnace and mine at Iron Springs. The federal government erected a blast furnace during WWII, and the late 1940s and 1950s were the height of activity with U.S. Steel and Kaiser Steel both with furnaces in blast. Rev.: MHJ (2021), pp. 122–23.

MINES & MINING

- Robert McQueen. Mining "Invisible" Gold: Heap Leaching and Nevada's Contribution to Twentieth-Century Gold Mining. MHJ (2021), pp. 54–68. The history of the people, company, and mines behind the development of the technology of leaching low-grade gold ore in open air heaps. The process, which was based on scientific studies conducted by the U.S. Bureau of Mines, became economically viable in the 1960s. It revitalized mining districts, like the one at Cortez in northern Nevada, which had shuttered in the 1930s but came back to life with heap leaching in the late 1960s and 1970s. Leaching continues to make Nevada a preeminent international gold mining area.
- Homer E. Milford and William Baxter. The Cerrillos Hills and Mining. Amigos de Cerrillos Hills State Park, 2019. 369

pp., illus. \$24.95. Homer E. Milford, William Baxter, Phyllis C. Ludi, and David P. Staley. Dolores, New Mexico, the West's First Gold Rush. Secord Pr., 2019. 204 pp., illus. \$21.48. Paul R. Secord and Homer E. Milford. Thomas A. Edison and the Golden Dream: Dolores, New Mexico. Secord Books, 2020. 80 pp., illus. \$5.38. Homer E. Milford. Silver-Plated Deceit, the Story of Mining in Lake Valley, New Mexico. Second Books, 2019. 342 pp., illus. \$25.95. This series of books builds on the research and writing of Milford, a mining historian and a retired environmental manager of New Mexico's Abandoned Mine Land's program. Drawing upon years of state-sponsored historical evaluations and a considerable personal collection of mining documents and memorabilia, Milford covers the history of mining in Cerrillos Hills, Dolores and Lake Valley, over a long span, from prehistoric turquoise mines to the 20th-c., touching on topics as wide ranging as the background of 19thc. mining laws to an Edison invention to extract gold from lowgrade ore using electro-magnets. Sadly, Milford passed away in 2019 prior to completion of these books, which were brought into a publishable state by friends and colleagues. Rev.: MHJ (2021), pp. 119-22.

- Stephanie Saager-Bourret. Survey in an Instant: The Autumn Travels of David Dale Owen, 1839. MHJ (2021), pp. 1–12. Remarkable geologic survey of the mineral resources of Ill., Iowa, and Wisc. undertaken by D. D. Owen, son of the progressive English industrialist, Robert Owen. Reproduction of high-quality sketches of lead mining, landscape, and life on the western frontier in the late 1830s.
- Paul J. White [SIA]. Breaking Ore, Breaking Bodies: The Wear and Tear of Work at an Alaskan Gold Mill. MHJ (2021), pp. 69–96. Detailed analysis of accident and work injury-related data of the Alaska Juneau Gold Mining Co. from 1928 to 1941 reveals the types of injuries sustained and concealed by workers at various operations, the relationship of the injuries to the mill's working areas from the tipples to the crushing and milling machines, and safety guidelines that were enforced, absent, or simply ignored.
- Robert P. Wolensky and Thomas D. Mackaman. Competitiveness, Control, and Decline in the Northern Anthracite Coalfield of Pennsylvania, 1890–1960. MHJ (2021), pp. 31–53. A high-quality analysis of the economic factors of production, including pros and cons of the labor contracting systems under which many miners worked, and the

impacts of the industry's slow decline beginning in the early part of the 20th c.

LUMBER & PAPER

◆ Aaron A. Ahlstrom. "Wealth and Beauty in Trees," State Forestry and the Revitalization of Massachusetts' Rural Cultural Landscape, 1904–1919. B&L, Vol. 27, No. 2 (Fall 2020), pp. 83–105. The establishment of the Office of the State Forest in 1904 was outwardly a small program of scientific forestry to maximize timber production, yet it was soon influenced by perceptions of nostalgia for "Old New England," which was assumed to have been heavily wooded, and concern for the outward migration of population from small towns and farms. By 1919, state foresters managed 15,000 acres, forming the nucleus of a public land system that today protects 311,000 acres, mostly for environmental and recreational purposes.

RAILROADS

- Livia Gershon. Artifacts Used by Chinese Transcontinental Railroad Workers Found in Utah. Smithsonian (Oct. 26, 2021). www.smithsonianmag.com. Archeologists have unearthed artifacts from the long-abandoned town of Terrace, Utah, once populated by Chinese workers who helped build the first transcontinental RR in the mid-19th c. The remains of a building that housed workers, as well as various domestic artifacts, have been uncovered so far.
- Ron Nyren. Comeback Car. Preservation (Winter 2022), pp. 61–3. Reconstruction of Powell Street Cable Car #8, a wood-frame car built by Carter Bros. in 1893–4. Describes the project by Carpenter Supervisor Andrew McCarron of the San Francisco Municipal Transportation Agency. The #8 had been out of service and stored in the agency's yard for many years.
- ◆ Julie Rockwell and Lee Rainey. **The Transition to Standard-Gauge Cars on the EBT.** *TT*, Vol. 33, No. 4 (Winter 2021), pp. 11–17. A review of the East Broad Top RR's handling of standard-gauge cars during the 20th c. Includes recently rediscovered information from the EBT Foundation/ FEBT's Archive program, including documents, data, and photos.
- ◆ John Warren. "Labor's Slaves in the Adirondacks": Building the Adirondack Railroad. New York Almanack (Mar. 26, 2022). www.newyorkalmanack.com. African-Americans and new immigrants recruited to build the St. Lawrence & Adirondack RR through a wilderness were isolated and treated much like slaves.

AUTOMOBILES & HIGHWAYS

- Sharon Holbrook. Road Rules: Seven Restaurants Housed in Historic Gas Stations. Preservation (Fall 2021), 61–63. Gas stations of the 1920s to the 1960s reused as charming eateries, often quirky and taking advantage of old roadside signage and architecture that was meant to catch motorists' attention for a fill-up for their cars and now their tummies.
- Stephen H. Provost. Highway 101: The History of the El Camino Real. Craven St. Books, 2021. 248 pp., illus., paperback, \$20.95. Detailed commentary on the history and roadside businesses and tourist attractions of U.S. Highway 101, spanning California from Mexico to Oregon. Rev.: SCA Journal, Vol. 39, No. 1 (Spring 2021), pp. 38–9.
- Debra Jane Seltzer. Welcome Arch Signs. SCA Journal, Vol. 39, No. 1 (Spring 2021), pp. 28–31, 44. A quirky look at the history of the "welcome arch," large signs erected by the hundreds over highways near the entrances to small and mid-sized towns from the 1910s to the 1940s. This was prior to the introduction of

uniform highway exit signs and municipal boundary markers. By the 1950s, these arch signs began to disappear, considered hokey and small town-ish.

Shannon Wianecki and PF Bentley. The Long and Winding Road. Hana Hou! The Magazine of Hawaiian Air Lines, Vol. 24, No. 4 (Sept.–Oct. 2021), pp. 48–59. History and discussion of the modern challenges of maintaining and preserving Maui's Hana Belt Road. Draws heavily on HAER drawings and history, as well as insights from present-day engineers and preservationists on the twin difficulties of maintaining a road and bridges in a rainforest environment, and managing the tourists who jam roads and inconvenience local residents who rely on the narrow two-lane road as the only route along the island's northeast coast. The author offers an incredibly nuanced and balanced assessment, and very high-quality photography, quite unexpected for a piece in a non-specialist magazine.

AGRICULTURE & FOOD PROCESSING

- Butte Creek Mill—A Living Treasure. OMN (Spring 2021), pp. 14-15. The gristmill in Eagle Point, Ore., was established in 1872 and is believed to be the last commercial mill west of the Mississippi that still uses waterpower. A fire in 2015 caused extensive damage. Through encouragement and donations, the owners are close to reopening and being able to sell freshly ground flour.
- Sally McMurry. The American Farm Pond. B&L, Vol. 27, No. 2 (Fall 2020), pp. 39–58. The forces behind the construction of more than 2.5 million ponds on farms and ranches throughout the U.S. during the 20th c. The phenomena originated in the early years of the century in the Great Plains states and spread throughout the country during the New Deal, largely through the efforts of the Soil Conservation Service, which provided funding and expertise through its network of local districts. The ponds were put to a wide variety of uses including water for livestock, irrigation, soil conservation, wildlife habitat, fish production, ornamental value, and recreation. The availability of inexpensive gasoline/diesel powered earthmoving equipment made it technologically feasible.

BUILDINGS & STRUCTURES

- ◆ Anna Vemer Andrzejewski. "Selling Sunshine," The Mackle Company's Marketing Campaign to Build Retirement and Vacation Communities in South Florida, 1945–1975. B&L, Vol. 27, No. 2 (Fall 2020), pp. 59–82. The Mackle Co. of Miami rose to prominence in the 1950s as one of the nation's premier builders of retirement communities, using aggressive marketing and houses designed to offer generous indoor-outdoor living spaces and waterfront lots, although ironically relying on central air-conditioning as an essential amenity. Their sales pitch dramatically altered the landscape of South Florida and influenced the design of hundreds of retirement communities throughout the U.S.
- Daniel A. Barber. Modern Architecture and Climate: Design Before Air Conditioning. Princeton Univ. Pr., 2020. 336 pp., illus. A wide-ranging analysis, from Europe to the Americas, of early modernist architecture's often overlooked interest in adapting buildings to regional climate, such as the use of solar shades (glazed facades shaded by adjustable external blinds). In the U.S., architect Richard Neutra's work demonstrated an interest in these types of environmental concerns, as did the writings of James Marston Fitch, editor of Architectural Forum. This climate-conscious thread of design theory, which was present in modernist architecture from the 1920s to the 1940s,

became overwhelmed by a dominant global stereotype of sealed glass envelopes with mechanical air conditioning. Rev: *CH*, Vol. 36, No. 2 (2021), pp. 198–99.

- Dydia DeLyser and Paul Greenstein. Neon: A Light History. Giant Orange Pr., 2021. 88 pp. \$25. A "concise, articulate, and illustrated" history that spotlights the key technological innovations and the rise of neon for commercial advertising, and its eventual eclipse into the realm of nostalgia. Rev.: SCA *Journal* (Fall 2021), pp. 38–9.
- Thomas Leslie. Fluorescent Lamps: Visual and Thermal Comfort for Modern Interiors. CH, Vol. 35, No. 2 (2020), pp. 89–112. In the 1930s, GE and Westinghouse developed fluorescent lamps that offered greater electrical and thermal efficiency than incandescent lamps. Examines the technological breakthrough, marketing, and uses of the new fluorescent lighting fixtures. Of particular interest is the impact of their cooler operating temperatures, which made them ideal for combination with central air conditioning systems and large open, gridded ceiling office spaces. Fluorescent lamps could also be housed in plastic fixtures, which would melt at the higher operating temperatures of incandescent lamps.
- ◆ Old Wye Mill Releases Tree-Ring Study. OMN (Spring 2021), p. 13. The Old Wye Mill, in the town of the same name in Talbot County, Md., completed a tree-ring study showing the building's timber frame dates to the winter of 1753–54, while components of the existing milling equipment date from approximately 1841. The study was conducted by the Oxford Tree-Ring Laboratory.
- ♦ Amy Sutherland. Power Play: A Place That Once Supplied Electricity to Boston's Trolley System Now Serves as a Buzzy Neighborhood Hub. Preservation (Summer 2021), pp. 36–43. Story of preserving the Rosiland Substation, a stately brick building constructed in 1911 for the Boston Elevated Ry. Co. in a neighborhood at Boston's southern edge. After about a decade of searching for a permanent re-use that preserved the building's historic character and the large open space of the generator hall, developers hit on a financial package that includes a combination of historic preservation tax credits, income-producing space in the building's lower level for coworking, and rental apartments in a neighboring former funeral home. The generator hall now serves as Boston's only yearround beer garden.
- ◆ Zachary J. Violette. The Decorated Tenement: How Immigrant Builders and Architects Transformed the Slum in the Gilded Age. Univ. of Minn. Pr., 2019. 280 pp., illus. Drawing from case studies of Boston and New York City, this book documents how ornamented building facades, often graced with colorful glazed terracotta accents, were designed to attract newly arrived immigrants. The builders and architects were often new immigrants themselves, or connected to the immigrant communities, and understood the appeal. Reformers and architectural critics considered the practice garish and inappropriate. Rev: B&L, (Fall 2020), pp. 110–12.
- Carla Yanni. Living on Campus: An Architectural History of the American Dormitory. Univ. of Minn. Pr., 2019. 304 pp., illus. Beginning with America's first dormitories in the colonial period, describes the purposeful design of dormitory spaces and living arrangements, usually to satisfy university administrations' perceptions of how group living situations were to shape the character and habits of their students. Well into the 20th c., the buildings were meant to enforce particular types of social etiquette and propriety, although by the 1960s the students instead of administrators were helping to shape

dormitory design by stating preferences for dorms with open floor plans, modifiable furniture, and the like. Fraternities are offered as a counterpoint since they initially appealed to those students focused on fun and rebellion against the supervised living in dormitories. Rev: $B\mathscr{C}L$, (Fall 2020), pp. 115–16.

Ezra Ozkan Yazgan and Thomas E. Boothby. Describing the Historical and Technical Context of Mill Buildings around 1900: The Whiting Foundry Company Complex in Harvey, Ill. CH, Vol. 35, No. 2 (2020), pp. 25-42. Examines the construction history, key features, and structural components of a machine shop built in five phases from 1894 to 1916. Whiting manufactured cupola furnaces and other types of foundry and industrial equipment. This article mainly focuses on architectural details such as roof truss design and materials.

BRIDGES

- Shane R. Beabes and Steve A. Matty. Rehabilitating the Arlington Memorial Bridge: Restoring a Monument. ASPIRE: The Concrete Bridge Magazine (Winter 2022), pp. 34–38. Discusses use of precast and field-cast concrete, ultrahigh-performance concrete, accelerated bridge construction, and cathodic protection treatments used to repair the arches of Washington, D.C.'s iconic Potomac River bridge, which opened in 1932.
- Eric Chavez and Colin McCabe. Preserving a Landmark: Lake Tillery Bridge Rehabilitation. ASPIRE, The Concrete Bridge Magazine (Spring 2022), pp. 18–21. Describes a project to rehabilitate a four-span, open-spandrel, reinforced-concrete arch highway bridge of 1927 in Albermarle, N.C. The bridge's deck and spandrel columns were removed and replicated, preserving the two-rib arches.
- ◆ David Finley. New Long X Bridge Merges History with Modern Design. ASPIRE: The Concrete Bridge Magazine (Fall 2021), pp. 26–29. The bridge, carrying U.S. Route 85 over the Little Missouri River near Watford City, N.D. and named after a nearby cattle ranch, is in an isolated location in the Badlands. The new bridge, a prestressed-concrete girder, replaces an historic Warren through truss of 1959. One of the historic bridge's 250-ft. spans has been acquired by a N.D. rancher and will be preserved on the ranch where it will span Beaver Creek, northeast of Linton.
- ◆ Lee Rainey. East Broad Top Bridges and Trestles, Part Three. *TT*, Vol. 33, No. 4 (Winter 2021), pp. 4–10. This third and final part of a series examines the crossing on the longer branches of the East Broad Top RR in Pa. Includes structures along the Shade Gap, Grove Quarry, Rocky Ridge, and Coles Valley branches, with photos.
- Monica Schultes. Global Firm with Local Perspective. ASPIRE, The Concrete Bridge Magazine (Spring 2022), pp. 6–9. Overview of the historic and present-day operations of civil engineering firm CDM Smith, which traces its lineage to Camp Dresser Mckee (est. 1947), specialists in water treatment and civil design, and Wilbur Smith & Assoc. (est. 1952), specialists in transportation and planning. Includes a sidebar describing the work of Wilbur Smith as "one of the fathers of transportation engineering." He helped design major parts of the Interstate Highway System.
- Yvonne Thelwell. Agency: Washington, D.C. ASPIRE, The Concrete Bridge Magazine (Spring 2022), pp. 64–7. A report from the District's Dept. of Transportation focuses on the challenges of maintaining historic bridges, specifically concrete arches including the Pennsylvania Ave. Bridge over Rock Creek Parkway, Francis Scott Key Bridge, William Howard Taft

Bridge, the Q St. Bridge, and 16th St. Bridge over Piney Creek Parkway.

- Michael Urban and Grant Flothmeier. A Precast Concrete Solution to Preserve Historical Integrity. ASPIRE, The Concrete Bridge Magazine (Winter 2021), pp. 32–35. Project to rehabilitate the Penn St. Bridge over the Schuylkill River in Reading, Pa., a reinforced-concrete viaduct constructed in 1913. The 1,337-ft.-long bridge consists of five open-spandrel arch, nine closed-spandrel arch, and two T-beam spans. The arch ribs and spandrels were preserved while replacing a deteriorated deck and highly decorative railing system. The article features the use of new precast concrete railings that replicated the look of the original reticulated balustrades.
- Scott J. Wagner. In Search of a True Example of a Childs Truss Bridge. CBT, Vol. LXXX, No. 1 (Winter 2022), pp. 10– 16. Horace Childs (1807–1900) of Henniker, N.H., patented a combination iron and timber truss detail in 1846. The detail involved the use of iron bolts, nuts and pins, which created a "clamping effect" at the panel points. Curiously, the patent appears to have very little to do with what is commonly referred to as a Childs truss, a timber and iron truss pattern that is essentially a multiple King Post truss with added diagonal iron rods. There is no record of a bridge of that pattern ever having been built by Childs.
- Scott J. Wagner. Interesting Examples of Repurposed Covered Bridges. CBT, Vol. LXXX, No. 2 (Spring 2022), pp. 3–16. A survey of creative reuses of covered bridges or covered bridge structural components including a house, tool shed, antique shop, museum and, astoundingly, a pizza parlor.
- Scott J. Wagner. Old and New. CBT, Vol. LXXX, No. 1 (Winter 2022), pp. 3–9. Explores the methods used in construction of modern covered bridges, often for the purpose of replacing a historic covered bridge that was lost due to flood, arson, or other disaster, or as an alternative to a modern steel or concrete bridge. Uses the Smith Millennium Bridge (Plymouth, N.H.), dedicated in 2001, as a case study of a bridge that combines traditional timber joinery and the capacity to carry modern traffic loads.

HAND TOOLS & MACHINE TOOLS

Laura Wahl. Gestetner Cyclostyle Office Duplication Machine Design by Raymond Loewy. Hagley News (Mar. 16, 2022). www.hagley.org/librarynews. Essay with numerous photos about the Gestetner Automatic Cyclostyle Mimeograph, first invented and made in London in 1879. By 1902, improvements to the device made it possible to produce 1,200 copies in an hour. The cabinet and machine housing were re-designed by Raymond Loewy in 1929; this model was known as the Gestetner Model 66 Duplicator.

Power Generation

- ◆ Joanna Goodrich. The Birthplace of the AC Grid: Folsom Powerhouse Was the First to Transmit Power Over Long Distance. IEEE Spectrum (Dec. 2021, Vol. 58, Issue 12, pp. 62–63). https://spectrum.ieee.org/the-birthplace-of-the-ac-grid. Claims that the Folsom, Calif., Powerhouse was the first facility (in 1895) to send high-voltage alternating current over longdistance transmission lines. The facility has been designated a California state historic park and commemorated as an IEEE Milestone.
- ◆ Jay Jessen. Bale Grist Mill Wheel Restoration. OMN (Winter 2021), pp. 10–11. Describes an award-winning project to restore

a large wood wheel at the mill in St. Helena, Napa County, Calif.

- Windmillers' Gazette. Vol. 41, No. 1 (Winter 2022) includes T. Lindsay Baker, Freeman Steel Windmills; A. Clyde Eide, Another Class of Windmill; Michael Werst, Wind-Electric Prospectors: Story of the Terhorst Manufacturing Company; Christopher Gillis, Keeping Stock Water Tanks Ice-Free; plus book list and advertisements. Avail: \$20/yr., published quarterly. Christopher Gillis, Editor, P.O. Box 788, Buckeystown, MD, 21717; www. windmillersgazette.org.
- Michelle Young. Pratt Institute's Steam Engine Power Plant, the Oldest in the U.S. Untapped New York (Mar. 16, 2021). https:// untappedcities.com/2021/03/16/pratt-institute-steam-enginepower-plant/. History and present-day conditions of the Pratt Institute steam engine power plant (Brooklyn, N.Y.), described as the "oldest continuously-operating, privately-owned, steampowered electrical generating plant in the country," and named a National Historical Mechanical Landmark by the American Society of Mechanical Engineers (ASME) in 1977. Built in 1887, various companies supplied the equipment: the Harris-Corliss Co. supplied a horizontal, 40-h.p. engine; Logan and Co. installed two 110-h.p. boilers and associated piping; the Worthington Co. supplied fire and boiler feed pumps; and the Custodis Chimney Co. built the stack. Includes photos and anecdotes from former Chief Engineer Conrad Milster, who ran an annual New Year's Eve steam whistle blow at Pratt for many years.

ABBREVIATIONS

- B&L = Buildings & Landscapes, Journal of the Vernacular Architecture Forum
- CBT = Covered Bridge Topics, published by the National Society for the Preservation of Covered Bridges
- CH = Construction History, Journal of the Construction History Society
- CHSA = Construction History Society of America
- MSC = Modern Steel Construction, published by the American Institute of Steel Construction
- MHJ = Mining History Journal, published by the Mining History Assn.
- 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. ■

MID-19TH C. MANUFACTURED ARTICLES RECOVERED FROM PHILADELPHIA CONSTRUCTION

A rtifacts salvaged from discarded construction deposits in Philadelphia illustrate many of the industries and trade networks available in a mid-19th c. city. In 1986, excavations were under way for the foundations of the new Shoppes at Penn. Located at 3401–3439 Walnut St., the site had been occupied by 20 three-story stores and dwellings since ca. 1872. A 120-ft.-wide rectangle was dug that extended along the north side of Walnut St. for 410 ft. and along the south side of Moravian St., bounded by S. 34th St. to the east and the Franklin Building (3451 Walnut St.) to the west. The author observed workers kicking bottles out of the excavated material, which was deposited at a dump location in Southwest Philadelphia. From this location the author was able to collect some of the discarded artifacts.

Manufactured articles include tacked and stitched soles of leather footwear, bone brush handles, fragmentary stems and complete bowls of clay tobacco pipes, glass and ceramic vessels for beverages and non-food products (including ceramic containers with permanent decals), playing marbles, garment buttons, a cent dated 1865, a teaspoon, and cups and dishes bearing English registry marks for dates between 1853 and 1862. Two of the decorated pipe bowls appear identical to those recovered from the debris of a store in California dated to 1852. These artifacts can be analyzed from the perspectives of manufacturing technology and commercial history. Much of the material was examined by archeologists at the Univ. of Pa. and the National Park Service, and by a curator at Independence National Historical Park.

From a manufacturing perspective, the glass bottles recov-

ered from 34th and Walnut include the years in which the pontil was being phased out in favor of the snap case. When a bottle was pulled off the blowpipe, its mouth was irregular. The lip needed to be made. A dab of molten glass was placed on one end of an iron pipe or rod (the pontil). The bottom of the bottle was then stuck to this dab, so that the bottle could be held while being exposed to the heat of the "glory hole," where the mouth would be softened so that the lip could be fashioned. The finished bottle was then detached from the pontil. In many cases, a ring of residual glass (a pontil mark, or pontil scar) remains on the bottom of the bottle. During the 1860s, a tool usually called the snap case or snap came into use. This device held the bottle with metal fingers. Pontils and pontil marks gradually disappeared.

Self-spoken artifacts from 34th and Walnut include glass bottles that contained personal-care products, embossed with the names of the products and the proprietors who made and sold the preparations. Embossing functioned as a permanent advertising device in an era when bottles were sometimes saved and re-used by the consumer. A paper label on a generic bottle would be lost to wear, tear, and cleaning. Philadelphians at the site include W.C. Montgomery's Hair Restorer, Swayne's London Hair Color Restorer, and Wightmans' Nutolein for

(continued on page 14)



Fragment of a glazed ceramic dish of English manufacture. The decaled diamond registry mark translates as A = December, 18 = 18th day of the month, L = year 1856. "IV" at the top of the diamond is for the type of material or class (in this case, "Ceramics").



Fragment of a glazed ceramic dish of English manufacture. The impressed diamond registry mark translates to the 15th day of an illegible month in 1861.

MANUFACTURED ARTICLES (continued from page 13)

Strengthening and Beautifying the Hair. An out-of-towner is a small pontiled bottle for Phalon's Magic Hair Dye No. 1, 197 Broadway N.Y., in perfect condition and clear as water.

Among the most famous of Philadelphia's personal-care products are those prepared and sold by Dr. David Jayne & Son, whose marketing program included publication of their Medical Almanac and Guide to Health (or a variant) from 1843 until at least 1939. Bottles for three of Jayne's preparations were found at 34th and Walnut: tonic vermifuge, hair tonic, and expectorant. The vermifuge bottle is particularly informative. In addition to being pontiled, this bottle is embossed with an address: 84 Chest St. McElroy's directories of 1856 and earlier list Jayne at 84 Chestnut St., but the editions of 1858 and later list him at 242 Chestnut St.

A somber artifact found at 34th and Walnut is a bottle for Mrs. Winslow's Soothing Syrup. Manufactured in Maine by her son-in-law and his business partner, Charlotte Winslow's product first appeared in 1849. Although 1.5 million bottles were sold in 1868, this product was known as "the baby killer." It was reportedly responsible for thousands of children who never awoke from their morphine-induced soothing. In their Monthly Price List for July 1885, Coyle, McCandlish & Co., wholesale grocers of Philadelphia, sold a dozen bottles for \$2.00. Morphine (but not alcohol) was eventually removed from the formula, and the word "soothing" was dropped from the name.

The artifacts also include glazed ceramics, especially broken dishes, bowls, and cups that bear decaled, impressed, and embossed English registry marks for dates in 1853, 1856, 1858, 1861, and 1862. This diamond-shaped emblem encodes the date on which the pattern or design was registered as proprietary by the British patent office.

Also collected were stems and bowls of clay tobacco pipes. Most of the stems are impressed with Davidson and Glasgow. Some of the bowls are discolored from use. Most are unadorned, but one is embossed with a four-masted sailing ship and an anchor, another with grape clusters and leaves. Two are indistinguishable from bowls collected in 1966 from the debris of a store in Old Sacramento, Calif., which was destroyed by fire in 1852 (Figs. 19 and 20a in "Clay Pipes from Old Sacramento," by Richard V. Humphrey, *Annual Publication of The Society for Historical Archeology*, Moravian College, Bethlehem, Pa., Vol. III, 1969).

Further illustrating the range of materials that survived time and the elements at 34th and Walnut are five leather soles. The largest is 9.5 in. in length and bears many tack holes (and some iron tacks, when first found). It suggests a man's shoe or boot. The smallest is 7.5 in. long and only 2 in. wide, and is stitched. It looks like a finer shoe, for a girl or a woman.

Many of the artifacts were examined at that time by the late John Cotter, co-founder of the Society for Historical Archeology and Emeritus Curator of American Historical Archeology at Penn. David Orr, Regional Archeologist with the National Park Service, and David Giannini, Associate Curator at Independence National Historical Park, also ex-



Pipe bowl decorated with image of men with a long gun and a flag. The bowl is discolored from use. Height 1.5 in.



Glazed ceramic ointment pot. R. Low & Son appears in trade publications at least as early as 1833. The change to R. Low, Son & Haydon at least as early as 1867 suggests an earlier date for this artifact. Diam. 2.5 in.



One side of a clay pipe possibly manufactured by Peter Dorni of France (imitations of his popular products were manufactured in Holland). Circular cartouche of a milkmaid on the back of the bowl; "Dorni" on other side of pipe stem. Height of bowl is 1.6 in.



Ceramic vessels from 34th and Walnut. The vessel at far left is 9.5 in. tall. The narrow bore of its neck functioned to slow spillage if the vessel was toppled.



Clay pipe bowls from 34th and Walnut identical to bowls from the Old Sacramento site. The rim of the bowl at left is blackened from use.

amined some of the artifacts; they dated the artifacts to ca. 1830 to 1870.

Ellet's map of 1840 shows Beaver Creek or its tributary traversing the length of the Shoppes at Penn site, emptying into the nearby Schuylkill River. Perhaps the valley served as a convenient waste disposal site. Perhaps fill was wanted. A few apparent dwellings are depicted on the site on Smith & Wistar's map of 1849 and on Smedley's map of 1862. The site is developed with rowhomes on Hopkins' map of 1872, which are still present on the Sanborn map of 1923.

John Cotter and the author speculated that wood ash, beer and mineral water bottles, tobacco pipes, oyster and clam shells, the Britannia metal teaspoon, and cups and dishes could be interpreted as suggesting a hostelry. Seven hotels, inns, and taverns are depicted in West Philadelphia on Ellet's map. In the vicinity of 34th and Walnut were the William Penn House at 36th and Market Sts., the Pennsylvania Inn on Lancaster Ave. between 33rd and 34th Sts., the Durham Ox on Lancaster Ave. east of 35th St., and the Liberty on Market St. near 32nd St. Smedley's map shows the Pennsylvania Hotel at 34th and Lancaster. Boyd's Philadelphia business directory for 1860–1861 lists the Pennsylvania at 34th St. and Lancaster Ave. in addition to Valentine Foy's establishment on Market St. near 34th. The presence of children's items (four ceramic playing marbles and a tiny ceramic toy teapot) is not inconsistent with the hostelry theory. Children traveled with their parents, and might be eased with simple toys that were easy to carry. And many proprietors resided on the premises with their families. A fragment of a broken slate, approximately 12 in. sq., has a double-beveled edge and is scored on one side with parallel lines scratched at 0.6in. intervals. It might have been a menu of fare in a public house, or perhaps a learning device for an innkeeper's child.

In *Cities in a Race with Time* (1967), Jeanne Lowe notes that Philadelphia's old loft buildings had been described as "exhibits in an outdoor museum devoted to the birth of the industrial revolution." Around 1994, the author performed a Phase I Environmental Assessment of a 1920s multiple-occupancy loft building in North Philadelphia. The major tenant was an apparel manufacturer, with an open floor of operators at sewing machines. Another tenant was a one-man operation, finishing sanitary cakes by manually dipping them in two 5-gallon buckets of disinfectant and dye. Was this tiny operation "industrial" because it was located amid larger operations in an industrial building? Whatever its scale and context, this business handled hazardous materials in a chemical treatment process to dress a base item and thereby make a finished product.

In the author's view, shaping and polishing a piece of bone, and securing bristles in drilled holes to make the brushes found at 34th and Walnut, were steps in a manufacturing (hence, industrial) process from raw material to finished product, even if performed on a micro scale by a solitary craftsman with hand tools in a one-room workshop at the rear of a storefront. Boyd's directory for 1860–1861 identifies 45 "Brush Manufacturers," almost all of which are listed as personal names of individuals. Presented collective-

(continued on page 18)

PITTSBURGH (continued from page 3)

said Jim Wholey, Robert's son, in a March 2022 interview. "So they built it on the roof and they used pipes to make the shape and then they took Christmas lights and attached it to the pipes."

The first light installation quickly succumbed to strong winds. A more permanent one involving LEDs attached to bolts mounted in the building's concrete walls became an enduring and beloved accidental work of public art. For more than 35 years, the giant smiling fish with its blinking eye was part of the Strip District's cultural landscape. "People used to tell us stories that their children would fight over the window side when they went across the Veterans Bridge to [see] who got to see the fish," Wholey said.

Wholey's moved some of its operations into the former Federal Cold Storage Co. building and it became the market's distribution center. The food retailer and wholesaler also chartered a new cold storage entity—the New Federal Cold Storage Co.—to continue leasing space to other businesses. Robert Wholey & Co. sold the property in 2008 for \$2 million. The smiling fish continued to light up the wall for another 13 years. Talk about selling and redeveloping the cold storage building began soon after the 2008 sale. Developers floated multiple adaptive use and demolition proposals. All of them failed to move forward until 2020 when New York-based owners successfully presented redevelopment plans to the Pittsburgh Planning Commission that included demolition.

The City of Pittsburgh issued a demolition permit in April 2021. Exterior evidence that demolition had begun appeared a few months later, in the summer. Contractors drilled holes in two facades closest to a neighboring building that houses a historic gay bar, Lucky's, whose owner refused to sell. Leaving Lucky's intact meant a higher demolition price tag: approximately \$1.3 million. The cold storage building's new owner defrayed some of those costs by getting a \$1 million state Redevelopment Assistance Capital Program (RACP) grant.

As workers gutted the former Federal Cold Storage Co. building's interior, the contractor drilled holes in the



Demolition of the two-story ice plant annex, Nov. 2021.



A worker reaches a hand through one of the holes to draw a choker through for attachment to the crane.



Cold storage building demolition, Feb. 2022. This photo shows the insulated double walls and workers on the seventh floor connecting chokers to a wall segment being prepared for removal by crane.



A crane removes a segment of insulated double wall. Cork insulation is visible between the inner and outer walls.



A crane removes one of the large concrete wall segments from the north Penn Ave. façade. Note the wooden platforms constructed above the sidewalk and adjacent to the bar next to the former cold storage building.



Interior of cold storage building showing lettered, reinforced concrete "mushroom" columns.



Concrete pulverizer begins to demolish the east side of the building, Mar. 2022.

building's eastern and southern facades. The holes had three bore sizes. Large holes enabled the contractor to anchor wooden platforms that could catch falling debris. Smaller holes allowed chokers to be attached so that a crane could carefully remove large wall panels. A third set of holes was drilled to thread a diamond rope saw through to cut the concrete double walls.

In Dec. 2021, the contractor demolished the two-story ice manufacturing annex and Duquesne Light Co. substation. The cleared space became a staging area with the large crane used to remove concrete wall segments from the main building and where workers reduced the wall segments to rubble for removal from the site.

It took two months to cut through and remove the exterior walls and concrete floors adjacent to Lucky's. The work exposed the powdered cork insulation and the interior mushroom columns—bold lettering on them left over from the building's days as a warehouse was visible from the street near the demolition site.

In March 2022, a massive concrete pulverizer arrived on site to "munch" the remaining structural concrete in a process that will reduce the remaining portion of the sevenstory building to rubble that will be carted away to a landfill. Plans for the converted site include a 23-story mixed-use building with street-level commercial space, parking decks, and a glass-walled office tower.

David S. Rotenstein

CHAPTER NEWS

The New England Chapters (NNEC, SNEC) held their 33rd New England Conference on Industrial Archeology, hosted this year by NNEC, on Mar. 12, 2022 at the Planetarium at McAuliffe-Shepard Discovery Center, Concord, N.H. Presentations included Robert Timmerman, *Power to the Mills* 1810–1860; the NH Preservation Alliance, *Rescue and Revitalization of the Concord Gasholder*; Sky Bartlett, *The Dole Mill Restoration: From the Brink of Collapse to the Verge of Profitability*; Rick Ashton, Ashton Valve Company; Nelson Lawry, *The Miller's Tale: Mysteries of the Raid on the Cochecho Garrisons, June* 1689; and Dave Coughlin, Sawmills and Gristmills of Hillsboro County, N.H. in 1858.

NOTES & QUERIES

Christopher Gillis, editor and publisher of *Windmillers' Gazette*, and Michael Werst of *wincharger.com* are preparing a scholarly *Guide to American Wind Generators: 1900–1950* for Texas A&M Univ. Pr., and welcome reader insights on the era of these wind-electric generators. Contact Gillis at *wind-millersgazette@gmail.com* and Werst at m.werst@utexas.edu.

MANUFACTURED ARTICLES (continued from page 15)

ly on the pages of the directory, brush makers (hence, brush making) would appear to have comprised an industry. Using scale (as expanse of physical plant, number of employees, and units of output) to define what is "industrial" is unnecessary when the subject is as obviously industrial as a steel mill or shipyard, and perhaps inappropriate or at least open to discussion in the case of a very small establishment.

While the manufacture and marketing of some of the artifacts can be assigned to approximate chronological ranges, the cent dated 1865 is the only artifact that provides an exact year of manufacture. The English registry dates should coincide with the earliest date of actual manufacture, but how many months or years a given pattern may have been manufactured might not be known. And some of the items may have been used for years before they were discarded.

Whether the rubbish at 34th and Walnut originated at a local tavern or hotel is speculative. Nonetheless, some of the artifacts put flesh to directory listings and business advertisements of the day, they detail the presence of European imports, and the bottles represent a transitional period in glass manufacturing technology. The brushes, playing marbles, footwear, and other articles likely or possibly made in local one-man workshops raise the question "Is it IA?" Finally, the artifacts owe their recovery and preservation to a non-professional who was unexpectedly favored in time and place, and favored again to share them in SIAN 36 years later.



Lid to a ceramic shaving cream pot, with ornate decal. English manufacture. Henry P. and William C. Taylor are identified in McElroy's directories as perfumers at 641–643 N. 9th St. from 1860 or 1861 until 1863. Diam. 3.3 in.



Close-up of child's ceramic playing marble and ceramic toy teapot. Marble diam. 0.5 in.



Bone brush handles, in states of near perfection, decay of the bristle pad, and breakage at the neck. Length of top handle is 6.3 in.

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With Thanks.

SITES & STRUCTURES

Efforts to save Buffalo, N.Y.'s Great Northern grain elevator (in danger of demolition, see SIAN Vol. 51, No. 1, Winter 2022) gained a recent court victory. The Campaign for Greater Buffalo History, Architecture & Culture won a key decision by the New York Supreme Court Appellate Division for the Fourth Dept. that reverses a lower court ruling that would have allowed the emergency demolition of the landmark Great Northern grain elevator. The appeals court agreed with the Campaign that the lower court erred in refusing to permit the Campaign "to introduce certain proposed expert testimony and other evidence at the factfinding hearing." The appeals court voted unanimously to reverse the lower court order, reinstated the restraining order, and remitted it back to State Supreme Court in Erie County for a hearing to include expert testimony and evidence from the Campaign. — https://greaterbuffalo.blogs.com (Apr. 29, 2022)

The Concord (N.H.) Gasholder has dodged demolition, and emergency stabilization work is now underway on this National Register-listed property. As reported last year (SIAN Vol. 50, No. 1, Winter 2021), after owner Liberty Utilities announced plans to apply for a demolition permit in 2020, arguing that deterioration necessitated the structure's removal, the local community and the New Hampshire Preservation Alliance rallied to save the Gasholder. The Save Our Gasholder website (www.saveourgasholder.org) reported on Mar. 30, 2022 that the first phase of the restoration project, developed jointly by the Preservation Alliance, Liberty Utilities, and the City of Concord, has begun. The emergency work features placement of structural scaffolding to secure the roof and the broken compression ring that runs around the base of the roof. The major goal of this phase is to prevent a catastrophic loss of this last-of-its-kind landmark, while providing time for additional planning and fundraising toward a future that would allow for public enjoyment and be a catalyst of commercial or institutional development.

A ribbon cutting for the **Ropewalk Apartments** at the Charlestown Navy Yard (tour site—SIA Annual Conference, Boston 1984) took place in June 2021. Plans for preserving the ropewalk, which was built *circa* 1838 and an icon of the historic navy yard, have been under discussion since the mid-1970s when the U.S. Navy decommissioned the yard. A new developer took over in 2017, successfully inserting 97 residential units into the quarter-mi.-long and 45-ft.-wide building.—*Preservation* (Winter 2022).

The \$1.6 billion project to rehabilitate Manhattan's U.S. General Post Office was honored with a National Preservation Award from the National Trust for Historic Preservation in 2021. The landmark building was meant to match the original architectural luxuriousness of Penn Station

across 8th Avenue. It was designed by architects McKim, Mead and White, and although not considered as much an architectural masterpiece as the station, which was demolished and replaced in 1965, it is no less an impressive Beaux Arts style building. Also known as the James A. Farley Building, and recently rededicated as the Moynihan Trail Hall, the two-square-block, 8-acre building straddles underground platforms of Amtrak's Northeast Corridor and MTA's Long Island RR from which it once received mail by the carload. When the building opened in 1914, it was regarded as the largest, and possibly the finest, metropolitan post office in the world. The late U.S. Senator Patrick Moynihan was among the early proponents in the 1990s of repurposing the building to relieve crowding at Penn Station, and converting its cavernous space into a mixed-use commercial and retail space. The massive rehabilitation project has been decades in planning and execution. It is hoped that the new waiting rooms and shops will serve as a catalyst for the overall redevelopment of Penn Station as a whole.—Preservation (Fall 2021), p. 41; 360° Virtual Tour: https://www.amtrak. com/moynihan-train-hall.

IA ON THE WEB

The Maintainers. (https://themaintainers.org) is a global research network interested in the concepts of maintenance, infrastructure, repair, and the myriad forms of labor and expertise that sustain our human-built world. Members come from a variety of backgrounds, including engineers, business leaders, academic historians, social scientists, government, non-profit agencies, artists, activists, coders, and more. The group maintains a website, blog, mailing list, research communities, and, in pre-COVID days, a biennial conference.

Two YouTube videos were highlighted in a recent email discussion among the Iron and Steel Interest Group related to "green steel," in which steel producers aim to solve the carbon dioxide issue in the steel industry by replacing today's blast furnace process that uses coal and coke with a process based on hydrogen gas. The two video titles are **Fossil Free Steel Production: This Is HYBRIT** and **ArcelorMittal Hamburg Investigates Hydrogen in Steel Production** (www.youtube. com, search on video titles). Note, to subscribe to the Iron and Steel Interest Group email discussion list, send a message to Iron-Steel-SIG+subscribe@groups.io.

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.

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

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CALENDAR

Please be advised to confirm all events and dates due to the coronavirus pandemic. All information was current, as best as could be determined, at the time of publication.

2022

June 24–25: The Dublin Seminar for New England Folklife Conference, Tools and Toolmaking in New England, Deerfield, Mass., and online. Info: www.historic-deerfield.org/seminars.

Aug. 28–Sept. 3: TICCIH International Conference: Industrial Heritage Reloaded. New Territories, Changing Culturescapes, Montréal, Qué. Rescheduled from 2021. Info: patrimoine.uqam.ca/evenements/ticcih2022/.

Sept. 14–18: SIA FALL TOUR, NORTHWESTERN PA. Based out of Franklin, Pa. See info box in this issue. Info: www.sia-web.org.

Sept. 22–24: Preserving the Historic Road International Conference, Advocacy to Action: Meeting the Challenges of the Next Generation, Portland, Ore. Info: http://historicroads.org.

Sept. 28–29: Big Stuff 2022 Conference, Seixal, Portugal (near Lisbon) and online. Info: https://sites.google.com/fct. unl.pt/big-stuff-2022/home.

Oct. 12–13: Australasian Engineering Heritage Conference 2022, Transport and Communications: Looking Forward—Looking Back, Sydney, Australia and hybrid. Info: https://www.engineersaustralia.org.au/Conferences-And-Events/Conferences_Major.

Oct. 13–15: Society for the Preservation of Old Mills (SPOOM) Annual Conference, Battle Creek, Mich. Info: www.spoom.org.

Nov. 7–12: Assoc. for Preservation Technology Annual Conference, Detroit, Mich. Info: www.aptdetroit2022.org.

Nov. 10–13: Society for the History of Technology (SHOT) Annual Conference, New Orleans, La. Info: www.historyoftechnology.org.

2023

Apr. 12–15: National Council on Public History Conference, Atlanta, Ga. Info: https://ncph.org.

Apr. 12–16: Society of Architectural Historians 76th Annual International Conference, Montréal, Canada, followed by virtual sessions, Sept. 20–22. Info: https://www.sah.org/2023.

May 17–20: Vernacular Architecture Forum Annual Conference, Plymouth, Mass. Info: https://vafweb.wildapricot.org.