SOCIETY FOR INDUSTRIAL ARCHEOLOGY
NEWSLETTER

Volume 52 Spring 2023 Number 2

Demolition Ordered for Neligh Mill Grain Elevators

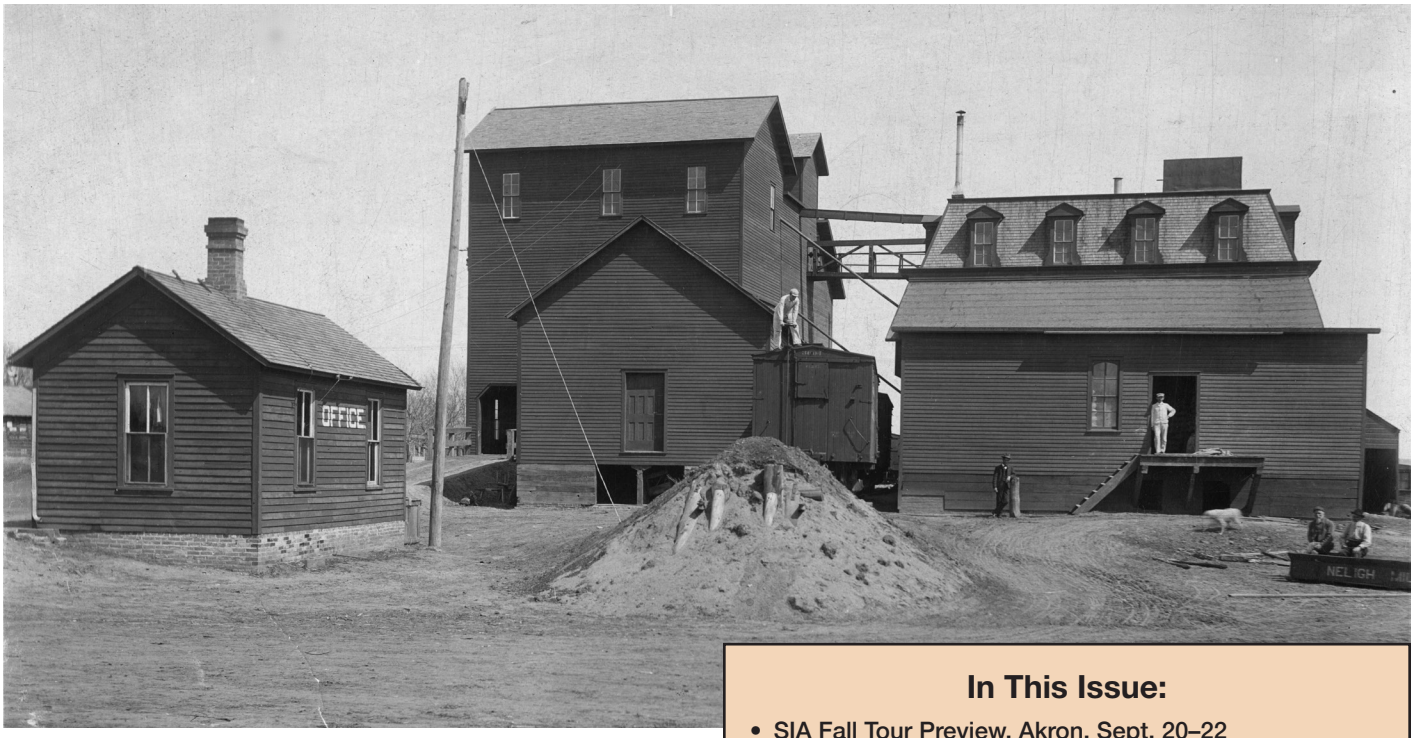
When construction of the Neligh Mill (Neligh, Neb.) began in 1873, it was one of many grist mills that were built to meet the needs of growing communities in the Elkhorn River area. Today, it stands as a rare example of a well-preserved mill with all of its original equipment intact. It is owned by the State of Nebraska and operated as a Nebraska Historic Site by History Nebraska (the state agency that also administers the State Historic Preservation Office). The site's historical completeness will soon be altered, as History Nebraska voted recently to demolish the two historic grain elevators that represent a significant part of the site's history.

John D. Neligh was a successful mill operator in West Point, Neb. when in 1872 he visited the Elkhorn River area and acquired 520 acres of land and riparian rights to waterpower. The following year he platted the town named after him and began construction of a mill. The mill was completed by W.C. Gallaway, an early Neligh businessman, who then assumed ownership. The mill opened on Aug. 29, 1874.

The mill first operated as a grist mill, receiving grain directly from farmers. The wagonloads of grain were pulled onto a scale and weighed. Capacity was small—without storage, grain had to be processed immediately.

When the mainline of the Fremont, Elkhorn & Missouri

(continued on page 2)



History Nebraska, RG3551-4262

A view of the Neligh Mill, ca. 1910.

In This Issue:

NELIGH MILL (continued from page 1)

Valley RR (later the Chicago & North Western RR) arrived in 1880, the mill expanded substantially. The year 1886 witnessed the greatest modernizations and expansions made to the mill until it converted from waterpower to electricity in 1920. It was refitted with steel roller mills for grinding wheat. These replaced the original stone burrs and greatly increased the output of flour from 80 barrels to eventually 500 barrels capacity per day. The mill was enlarged with an additional floor to accommodate the new equipment. Today, with original equipment intact, it retains its 1886 appearance and is interpreted to this period. The site is listed in the National Register of Historic Places (NRHP).

With the arrival of the railroad, the mill received large shipments of grain and shipped its products across a wider trade area. A rail siding was built to bring grain cars to the mill and distribute its products by boxcar. A wheat elevator was also built in 1886 so the mill had a ready supply to meet production and a large flour storage warehouse was also added. The new elevator had a capacity of 25,000 bushels of grain (750 tons). The improvements to the mill and the addition of the elevator allowed the mill to grow from a small, local, grist mill to a large merchant mill.

A corn and oats elevator was built in 1899, connected to the wheat elevator. This allowed a diversity of products to be handled. This elevator held 10,000 bushels (280 tons) and included a corn sheller in the basement. The elevators insured that the mill had enough grain to operate regularly and allowed the owners to hold grain and sell it when prices were higher. Farmers in northeastern Nebraska then had a place to market their grain at favorable prices. Upon completion of the elevator complex, the mill was considered one of the "finest grain-hauling facilities in the state."

The historic site well conveys the functions of grain-milling and the industrial technology of the time. It represents the marketing of grains and how they were processed into products which were distributed to a very large trade area. The brick mill building, small office, a boxcar placed on the original rail siding, a reconstructed flume and penstock, truss bridge, and dikes and overflow channels opposite the river round out the buildings, structures, and landscape and offer a rich interpretation and context for the mill.

Perhaps the most important of the mill complex's components, other than the mill itself, are the mill elevators. Both are largely unaltered, except for replacement metal siding and roof at an early date. A small, concrete-block office was connected to the old warehouse and used by the White Elevator Co. in later years. The elevators are thus a very important part of the mill's story, representative of its operations during its peak years.

The mill still produced flour until 1959, after which the production of livestock feeds continued. The elevators continued to be used long after, illustrating their importance to the local economy. In 1969, the Nebraska State Legislature authorized acquisition of the mill. Its buildings and structures were remarkably intact, and the mill still housed its late-19th-c. equipment. With all of these elements in place, the important stories it told of early Nebraska milling and agriculture made it suitable for development as a state historic site. The Nebraska State Historical Society opened the mill to the public in 1973, the centennial of the mill and the founding of Neligh. The elevators were acquired from the White Elevator Co. and the site was listed on the National Register of Historic Places in 1983.

Despite the historic status of the mill and grain elevators, History Nebraska developed a rudimentary plan to consider options, including demolition. At a meeting of the History Nebraska Board in April 2022, various alternatives were considered, ranging from doing nothing to demolishing both elevators and the warehouse. The Board moved for the staff to explore the feasibility of saving just the wheat elevator of 1886. The topic of the wheat elevator was deferred to the Board's July 2022 meeting.

The *SIA Newsletter* is published quarterly by the Society for Industrial Archeology. It is sent to SIA members, who also receive the Society's journal, *IA*, published biannually. The SIA through its publications, conferences, tours, and projects encourages the study, interpretation, and preservation of historically significant industrial sites, structures, artifacts, and technology. By providing a forum for the discussion and exchange of information, the Society advances an awareness and appreciation of the value of preserving our industrial heritage. Annual membership: individual $50; household (joint) $55; full-time student $20; institutional $75; contributing $100; sustaining $150; corporate $500. For members outside of North America, add $10 surface-mailing fee. Send check or money order payable in U.S. funds to the Society for Industrial Archeology to SIA-HQ, Dept. of Social Sciences, Michigan Technological University, 1400 Townsend Drive, Houghton, MI 49931-1295; (906) 487-1889; email: *sia@siahq.org;* website: *www.sia-web.org*.

Mailing date for Vol. 52, No. 2 (Spring 2023), June 2023. ISSN 0160-1067. If you have not received an issue, apply to SIA-HQ (address above) for a replacement copy.

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*.

Bob Puschendorf, former Associate Director and Deputy State Historic Preservation Officer of Nebraska's State Historic Preservation Office (SHPO), came out of retirement to rally opposition to demolition. He gathered letters of support for the grain elevators from numerous historians, and SIA's then-incoming president Arron Kotlensky voiced the support of the SIA.

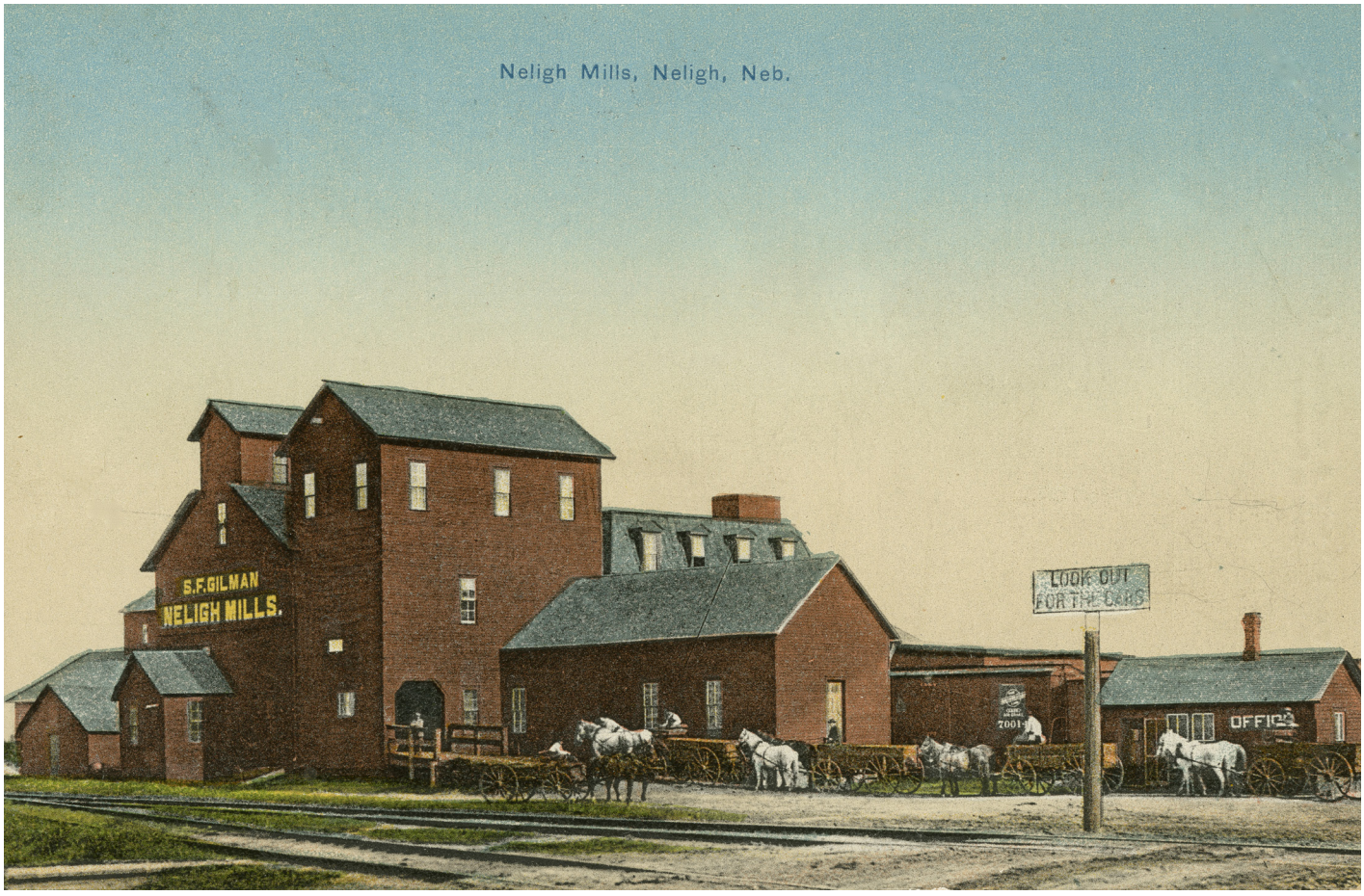
Shortly before the July 2022 meeting, History Nebraska submitted engineering reports about the conditions of the wheat elevators and cost. A last-minute pitch for pursuing restoration in stages and launching efforts to seek private donations and state funds was made.

Despite the opposition, the History Nebraska Board then voted unanimously to tear down the wheat elevator, as well as the corn elevator and warehouse. They cited cost as a major consideration in the decision, noting two reports from structural engineers with high cost estimates for repairs.

Bob Frame, SIA member and expert on flour milling and grain elevators, in his letter against demolition, stated that "the elevators mark the major transition of the mill from a rural grist mill to a merchant mill, making use of state-of-the-art equipment and processes, mainly the use of roller mills instead of millstones. … the two elevators mark the major change in the mill, its operation, and its expanded relationship with the community, the region, and the state of Nebraska. … In short, to remove one or both of the extant elevators would be to remove the structures that document, in physical form, the period of modernization, when Neligh Mill became the Neligh Mill that was significant statewide."

Further documentation of the two elevators was discussed as a mitigation measure and recommended as part of the Board's motion in favor of demolition. Members of the preservation allies offered to assist in the development of professional documentation for the Historic American Engineering Record (HAER). There has been no response to that offer. At the time of this writing, the agency had not yet found a company to do the demolition, but any SIA members in the area should not delay in visiting the elevators while they still stand.

Bob Puschendorf,
with contributions by Bob Frame and History Nebraska



History Nebraska, RG3551.4009

A postcard view of the Neligh Mill buildings, ca. 1920s.
Left to right, the wheat elevator, corn and oats elevator, warehouse and office.

MEMBER NEWS

Richard Wehowski

Cydney Millstein.

Cydney Millstein [SIA] received Honorary Membership in the American Institute of Architects (AIA) in Feb. 2023. As the proprietor of Architectural & Historical Research, LLC, since 1983, Cyd has focused on documenting the built environment and fostering the importance of historic preservation in Kansas City and beyond. Throughout her career, Cyd's work has led to the preservation of hundreds of buildings and dozens of historic districts which have contributed to a renewed vibrancy of these places. Collaborating with leading A/E firms and government agencies, she has documented more than 500 buildings, landmarks, and sites across the country, from HABS/HAER projects to National Historic Landmark nominations. She has lectured on a broad range of topics for numerous organizations, including the SIA, where she first presented on Kansas City's Twelfth Street Viaduct at the Houghton conference in 1997. Serving as the chair of the Kansas City conference in 2016, Cyd's persistence got us into several sites where she had made an impact, from leading tours of the Pratt & Whitney aircraft plant and the historic Library District to hosting a banquet at Belger Craneyards. A recognized authority on Kansas City's architectural history, Cyd's publications include *The Kansas City Art Institute: Architecture & Innovation, 1885–2020* (2021); and as co-author with Carol Grove: *Hare & Hare, Landscape Architects and City Planners* (2019) and *Houses of Missouri, 1870–1940* (2008).

Cyd joins fellow member **Greg Galer** [SIA] who received his Hon. AIA membership in 2022. Selected for his leadership and collaborative skills, Greg served as the executive director of the Boston Preservation Alliance from 2012–2022. Earlier in his career, Greg documented several sites in the Blackstone River Valley as a student of Patrick Malone [SIA] at Brown University. His undergraduate thesis, *The Boston Bridge Works and the Evolution of Truss Building Technology*, focused on the Boston Bridge Works and became an important resource for New England bridge preservation. He went on to inventory the Tredegar Iron Works in Richmond and help transform the antebellum remains into a museum. His dissertation, *Forging Ahead: The Ames Family of Easton, Massachusetts*, examined a shovel-making and industrial empire using buildings, landscapes, artifacts, and business records. Greg recently took on a new challenge, becoming the executive director of the Association for Preservation Technology International in 2022.

Peter Vanderwaker

Greg Galer.

Christopher H. Marston [SIA] was interviewed for a podcast last fall by Kim Varner Chandler, author of the book *Covered Bridges of New Hampshire* (2022). (*https://coveredbridgesnh.com/event/podcast-episode-four-the-historic-american-engineering-record-with-christopher-marston/*). She interviewed several bridgewrights, engineers, and others involved with covered bridge preservation in the Granite State. Others include Timothy Andrews of Barns and Bridges of New England (featured in Marston's article on the Moose Brook/Trout Run Bridge at the WWF Ry. Museum, *SIAN* [Summer 2022], Vol. 51, No. 3), bridgewright Arnold Graton, and members of the National Society for the Preservation of Covered Bridges, among others. ■

IA EXHIBITS

The Daily Grind: the Industrial Workers of the Ironbridge Gorge is now on view in the Coalbrookdale Gallery, inside the offices of the Ironbridge Gorge Museum Trust, Coalbrookdale, U.K., to Nov. 5, 2023. This exhibition shines a spotlight on the lives and voices of the people who worked in the industries of the Ironbridge Gorge from the early 18th c. until the end of the First World War. Drawing on the Ironbridge Gorge Museum Trust's extensive archive collections, including oral histories, diaries, and photographs, this exhibition explores the people, their work, and the vital contributions they made to the Gorge's world-changing history, and the hardships they faced. It also considers local industrial workers' lives beyond their employment and the important role that religion, hobbies, and leisure pursuits played in their identity. Info: *https://www.ironbridge.org.uk*. ■

SIA 2023 Fall Tour—Akron, Ohio
Sept. 20–22, 2023

The 2023 Fall Tour will be centered in Akron, Ohio, coincident with the 125th anniversary of the Goodyear Tire & Rubber Co., the only major tire company still headquartered in the U.S. The opening reception will be on Wed. Sept. 20, followed by tours on Thurs. and Fri., Sept. 21–22.

Through much of the automotive era, Akron was America's wealthiest small city, as the world's leading source of car and truck tires. A vehicle owner would pay almost anything for tires, because without functioning tires a motor vehicle was useless ("for want of a shoe, a horse was lost, etc."). A glimpse of Akron's past wealth can still be seen today in its amazing stock of fine homes. Akron's dominance in tires came to an abrupt end in the 1970s and 80s, due to globalization and the shift from bias to radial tires. Today, almost no tires are made in Akron.

The reason Akron (Greek for "summit") exists, is its location on the crest of the St. Lawrence River Divide—a drop of rain falling on the north side of Akron flows through the Great Lakes and St. Lawrence to the North Atlantic, while a drop falling on the south side flows down to the Ohio River and the Mississippi to the Gulf of Mexico.

Mac Love

In the center of town, this statue pays tribute to the men and women who made tires, and made Akron America's wealthiest small city for more than half a century.

This location gave the city ample falling water to power industry, and a long cascade of locks when the cross-Ohio canal system was built in the 1820s and 30s.

The 2023 Fall Tour committee has received confirmation that the **NASA Glenn Research Center** in Cleveland will host the SIA for a tour of its main campus, Lewis Field. This center, established in 1941, has world-class facilities for developing innovative technology in aeronautics and space exploration, including wind tunnels, drop towers, vacuum chambers, and a research aircraft hangar.

The two days of tours will focus on four main themes: the rubber and polymer industry; the historic canal system, still very much in evidence; the aviation industry, which originated in Ohio; and the steel industry, important throughout Northeast Ohio, where coal from Appalachia met ore from the upper Great Lakes.

We look forward to seeing you all in Akron! Stay tuned for more information soon.

Ron Petrie and Mary Starbuck

IA ON THE WEB

Hydraulic Mining in Nevada, Sutter, and Yuba Counties, 1836–97, California Historical Society Digital Library (*https://digitallibrary.californiahistoricalsociety.org/*, search on title). The society recently digitized its collection of work by Sacramento photographer John A. Todd. Todd documented the destructive effects of hydraulic mining, photographing washed-over roads, ruined orchards, broken dams, riverbank gravel deposits, and working hydraulic hoses. His photographs were instrumental in Edwards Woodruff vs. North Bloomfield Gravel Mining Co. et al., 1884, the lawsuit that effectively outlawed hydraulic mining in Calif. and thereby brought the Gold Rush to an end. Todd's photographs represent a prototype for the relationship between environmental activism and evidential photography that helped hold corporate polluters to account.

Steamboat Images, Tracey Irving Brooks Photograph Collection (*https://nyheritage.org/collections/tracey-i-brooks-hudson-river-steamboat-images-collection*). The newest collection of Hudson River Maritime Museum material has gone online on the New York Heritage website. Born in 1888, Tracey Irving Brooks photographed Hudson River steamboats during the first half of the 1900s. The collection covers an extensive variety of steamboats on the upper portion of the Hudson River, and includes photographs, postcard images, and glass plate negatives of steamboats, tugboats, and ferries. In addition, Hudson River Maritime Museum volunteers Carl and Joan Mayer have compiled a list of publications with background information about many of the boats.

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. ■

Good News for Phelps Mill
Fish Passage Voted Down

The ongoing effort at Phelps Mill (Minn.) to remove a 1908 stone dam to facilitate fish passage has concluded in favor of preservation of the dam. Good news in the ongoing saga (reported in *SIAN* Fall 2022, Vol. 51, No. 4, and Summer 2021, Vol. 50, No. 3) came at a Dec. 20, 2022 meeting of the Otter Tail County Commissioners, who voted unanimously to turn down the proposal to create a fish passage at the mill. The project originally was proposed by the Minnesota Dept. of Natural Resources (DNR) and the U.S. Fish & Wildlife Service (FWS).

Ongoing preservation of the 1889 mill and stone dam was further confirmed when on Feb. 3rd, Louise Mauldin, who had been managing the Section 106 process for the FWS, announced in an email, "The FWS is closing the Section 106 consultation for the Phelps Dam project at this time."

The commissioners' vote followed a public meeting on Dec. 12 attended by some 20 community members, as well as representatives from FWS and DNR. Considerable written comment was also received. Minnesota Chapter of the Society of Architectural Historians (MNSAH) President Rolf Anderson had submitted a letter to the County Commissioners and the County Parks and Trails Director Kevin Fellbaum, commenting on the most recent proposal to construct a fish bypass around the dam instead of removing it. In the letter, Rolf and MNSAH, a consulting party in the Section 106 process, recommended the "No Action" alternative instead of constructing the "Fish Bypass Channel." As proposed, he wrote, the $2.7 million channel, "staggering in scale," would create "an immense canyon around the dam," altering the historic district's landscape. This would result in a "drastic and irreparable adverse effect" to the mill and dam.

The SIA's regional North Star Chapter has also been a consulting party, under the leadership of archeologist Tim Tumberg, SIA board member and native of nearby New York Mills. At MNSAH's urging, SIA President T. Arron Kotlensky also submitted a letter to Kevin Fellbaum prior to the public meeting.

In his letter, President Kotlensky pointed out that Phelps Mill "retains a rare, complete set of milling equipment and is Minnesota's only rural, water-powered flour mill with exterior turbines." The proposed bypass channel "would severely alter the hill immediately west of the dam, alter the idyllic mill pond, add a new large engineered structure to the site, and divert a significant amount of water from the dam." He concluded that the bypass "would adversely affect the district's historic character and its ability to convey its significance," and urged the county to forgo the project.

Efforts to create a fish passage at Phelps Mill go back at least to 2012. In 2019 FWS announced the Section 106 process in a letter to the Minnesota SHPO. Proposals have evolved through several iterations, from removal of the historic stone dam to the most recent version involving a channel bypassing the mill and dam complex, which prompted the letters from MNSAH and the SIA. Fortunately for Phelps Mill, the entire affair has ended with no effect to the historic district. Thanks to substantial and continuing research, we all now have a far better understanding of the mill's significance, extending to regional and perhaps even national importance, with the potential for National Historic Landmark status.

Bob Frame

Susan Granger, Gemini Research

View of the Phelps mill, dam, and river below the dam. Visible are the original 1889 gambrel-roof mill (white) and the 1895 addition (red), along with the two turbine houses and the 1908 dam.

SOCIETY FOR INDUSTRIAL ARCHEOLOGY
NEWSLETTER

PUBLICATIONS OF INTEREST

Vol. 52, No. 2 Spring 2023

COMPILED BY
Mary Habstritt, New York, N.Y.; Patrick Harshbarger, Wilmington, Del.;
Daniel Schneider, Lake Linden, Mich.; and Marni Blake Walter, SIAN *editor, Westmoreland, N.H.*

GENERAL INTEREST

- **The Chronicle of the Early American Industries Association**, Vol. 75, No. 4 (Dec. 2022) includes Edward Fix and Marsha Rooney, *Goods and Chattels*, a chapter excerpted from their book *A Family of Carpenters: The Williamsons of Long Island, New York, During the Industrial Revolution* (reconstructing the house of carpenter David Williamson based on textual evidence from his probate inventory); Paul Wood, *The Wagon Jack* (about the tools and practices employed in the repair of 19th-c. horse-drawn wagons, with particular focus on wagon jacks and their mechanics); Walter W. Jacob, *Stanley's No. 145 Rule Display* (about a hardware store display fixture for Stanley brand folding rules and the folding rules it displayed).
- **Engineering Heritage Australia Magazine**, Vol. 4, No. 4 (March 2023), the last issue of *EHA* edited by Margret J. Doring [SIA], as she retires from the post after 10 years and 30 issues. *https://www.engineersaustralia.org.au/resources/*. Includes Bruce Cole, *Duck Reach Hydroelectric Power Scheme*, about the history of design and construction of Duck Reach as well as present-day efforts to improve the visitor experience (from Engineering Heritage Tasmania); Bill Phippen, *Harris Creek Railway Bridge and Its Place in History*, about a small bridge on a branch Ry. which once went from Liverpool, NSW to Holsworthy, where there was an internment camp for German nationals during WW1; Margret J. Doring, *The Short Empire Flying Boat G-ADVB Corsair*, a brief history of the Short Empire Flying Boats that carried passengers and, more importantly, the mail from home to soldiers in the Middle East in WWII, based partially on the author's family archive of War letters; followed by a brief note, *Catalina PBY Flying Boats in Australian Museums*, also by Margret J. Doring, on the Catalinas, which were mostly war planes and more familiar to Australians than the Short Empires; Brian Becconsall, *The Walter Taylor Suspension Bridge, Indooroopilly, Brisbane*, about a bridge that is a unique variation of the rare Florianopolis/Steinman suspension bridge design and its engineer/designer (from Engineering Heritage Queensland); and Keith Baker, *Belconnen Naval Transmitter Station, a Heritage of Wartime Communications*, built in Canberra and used during and after WWII to communicate with Australian and Allied shipping around the world (from Engineering Heritage Canberra).
- **IA News** (No. 203, Winter 2022) includes Jo Hutchings, *Crofton Beam Engines: Saving the Archimedes Screw* (about the Crofton Pumping Station); Mark Watson, *TICCIH National Report for United Kingdom of Great Britain* (as presented at The International Committee for the Conservation of the Industrial Heritage 18's international congress in Montreal, Canada); Moira Brewer, *The Old Glove Factory, Whites Lane, Torrington*; Rob Jones, *Encouraging Youngsters into Museums*. Briefs on preservation news from around the U.K. include news of heritage protection for the Edge Hill Engine Station Site in Liverpool, an assessment of the impact of Ash tree die-back on the limestone tramways of Benthall, and the 50th anniversary of the Somerset Industrial Archaeological Society, and the Dawe's Twineworks winning the AIA Community Engagement Award for 2022.
- John S. Salmon. **Protecting America: Cold War Defensive Sites. A National Historic Landmarks Theme Study**. National Historic Landmarks (NHL) Program, 2022. 136 pp., illus. PDF download: *https://www.nps.gov/subjects/nationalhistoriclandmarks/upload/Cold_War_NHL_Theme_Study-508_final.pdf*. Focuses on the Cold War-era sites and properties created to defend America in the second half of the 20th c. The historic context portion of the study examines the Cold War chronologically from the detonation of the first two atomic bombs and Japanese surrender in 1945 at the

end of WWII to the dissolution of the Soviet Union in 1991. It examines how the international affairs and the political and military challenges of the Cold War era influenced the weapons systems and defense programs of the U.S. Currently, 17 Cold War-related resources have been designated as NHLs, including military and political sites.

- Deborah Surabian, Nick Bellantoni, and James Doolittle. **Archaeology Without Digging: Connecticut History Uncovered by Ground-Penetrating Radar**. Oxbow Books, 2023. 160 pp., b/w & color illus., $35, paper. Over the last 30 years, the Conn. Office of State Archaeology and the Dept. of Agriculture's Natural Resource Conservation Service have entered into a partnership employing ground-penetrating radar (GPR) to the study of the state's archeology and history. This book narrates the stories of GPR studies at 10 historical sites in the state, spanning the 17th to the 20th c. Chapters include the "lost" grave of an African-American Revolutionary War veteran, the verification of French Revolutionary War military personnel in a mass grave, the discovery of unmarked burials associated with the 1918 influenza pandemic, the detection of the unknown location of a 1941 military plane crash site, and the Barkhamsted Lighthouse Village, among others.
- **Tools & Trades: The Journal and Newsletter of the Tools and Trades History Society**, No. 154 (Spring 2023) includes Philip Butterworth, *Thomas Lamb, Master Clogger and George Childs, Journeyman Clogger: the Last Cloggers in Oldham (Part 2)* (about the craft of clog making and the tools used); Christopher Proudfoot, *For Diamonds or Cutters* (about the Goniostat and other fixtures for use on ornamental turning lathes); Jane Rees, *Harts of Chipping Camden, Gold and Silversmiths: Four Generations Creating Fine Silver in the Arts and Crafts Tradition* (about a traditional silversmithing shop); Jane Rees, *Tinsmithing Snippits* (about tinsmithing tools and the tin-plate trade); Christopher Proudfoot, *The Anglepoise: A Tool for Illumination* (about the spring-loaded, positionable work light known as the anglepoise); and the usual T&T tool identification and discussion features.

CONTRIBUTORS TO THIS ISSUE

Marc Belanger, Reno, Nev.; Arlene Collins, Calumet, Mich.; Matthew Daley, Grand Rapids, Mich.; David Dunning, Elkins, N.H.; Bob Frame, St. Paul, Minn.; Sue Granger, Morris, Minn.; Mary Habstritt, New York, N.Y.; Patrick Harshbarger, Wilmington, Del.; Neill Herring, Jesup, Ga.; Muriel Kirkpatrick, Philadelphia, Pa.; Arron Kotlensky, Pittsburgh, Pa.; Patrick Malone, Barrington, R.I.; Christopher Marston; Silver Spring, Md.; Anthony Meadow, Santa Fe, N.M.; Steve Muller, Troy, N.Y.; Ron Petrie, Lakewood, Ohio; Bob Puschendorf, Neligh, Neb.; John Reap, Sun City West, Ariz.; Daniel Schneider, Lake Linden, Mich.; Heinz Schwinge, Evanston, Ill.; Mary Starbuck, Kent, Ohio; John Teichmoeller, Ellicott City, Md.; Robert M. Vogel, Washington, D.C.; Steven Walton, Hancock, Mich.; Betsy Woodman, Newburyport, Mass.; Suzanne Wray, New York, N.Y.; Helena Wright, Washington, D.C.

With Thanks.

AERONAUTICS & AEROSPACE

- S. C. Gwynne. **His Majesty's Airship: The Life and Tragic Death of the World's Largest Flying Machine**. Scribner, 2023. 320 pp. $32 hardcover, other formats available. Tells the tragic story of the British airship R101, which went down in a hydrogen-fueled fireball in 1930, killing more people than died in the Hindenburg disaster seven years later. R101 was not just the largest aircraft ever to have flown and the product of the world's most advanced engineering—she was also the lynchpin of an imperial British scheme to link by air the far-flung areas of its empire from Australia to India, South Africa, Canada, Egypt, and Singapore. Features the historical figures who built and crashed the ship, and details the rocky road to commercial aviation. Rev.: *NYT* (May 1, 2023), *https://www.nytimes.com/2023/05/01/books/review/his-majestys-airship-s-c-gwynne.html*.

WATER TRANSPORT

- Steve Barron. **Train Ferries of the Americas, Asia & Africa**. Ferry Pubs. (Isle of Man, U.K.), 2021. 192 pp. £25 + expensive taxes and shipping from U.K. Covers more than 300 "train ferries" (proper U.S. nomenclature is "car ferries" which author duly acknowledges) operated in North America and other parts of the world over the last 170 years as noted in title except Europe (see companion volume below). Very few vessels of this type are still operating, having been superseded by bridges, tunnels, or discontinued business opportunities. Extensively illustrated on glossy paper with small but clear images, many in color. Covers vessels and routes but not landings or infrastructure. Does not attempt to cover New York Harbor carfloat operations, which author admits would require another book or more. Thorough, accurate, and comprehensive. Includes a three-page source listing with some surprising entries as well as an alphabetical vessel index. Companion volume: Steve Barron. **Train Ferries of Europe**. Ferry Pubs., 2021. 288 pp. £35. Covers over 300 vessels throughout Europe with very few still operating. Other technical details as above.
- Paul Strubeck. **Diesel Railroad Tugboats. Vol. 1, East Coast**. The Garbely Pub. Co., 2022. 256 pp., glossy paper. $80. Covers the unique features of over 75 diesel tugboats operated by railroad owners from New York Harbor to Hampton Roads, tracking ownership, final dispositions, and explaining and illustrating technical designs. Illustrated with over 400 photos, many in color, also including blueprints, drawings, and technical data. Covers construction methods, propulsion systems, and

(continued on page 14)

Christine Davis (1945–2023)

Pioneering Pittsburgh archeologist Christine Davis passed away on March 25, 2023, at the age of 78. She was a pioneer and leader in cultural resource management based in Verona, Pa. She founded her own company, Christine Davis Consultants, Inc. (CDC, *www.christinedavisconsultants.com*), in 1986 after earning degrees in anthropology and archeology from the Univ. of Pittsburgh, and made invaluable contributions to industrial archeology in western Pa. and beyond.

Working as a summer historian for HABS/HAER in 1988–90, Chris began her career during an exciting time when the National Park Service was funding large field teams to survey the industrial sites in the nine-county region of western Pa. called the America's Industrial Heritage Project (AIHP). Chris recorded several coal and iron sites such as the Shoaf Mine & Coke Works, (*www.loc.gov/pictures/item/pa2761/*), the most intact beehive oven coke works surviving in the Connellsville Region, and several contributing structures at the Mt. Etna Iron Works (*https://www.loc.gov/pictures/search/?q=Mount%20Etna%20Iron%20Works&co=hh*), a leading producer of pig iron in the antebellum years in the Juniata Iron Region. She was a co-author on two inventories produced by HAER: *Fayette County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites* (1990), and *Westmoreland County, Pennsylvania: An Inventory of Historic Engineering and Industrial Sites* (1994).

Christine Davis Consultants, Inc.

Christine Davis at the Cider Mill in Verona, Pa., mid-1990s.

Chris was one of the founding members of the SIA Three Rivers Chapter in the early 1990s and suggested that the chapter host the 1993 SIA Conference in Pittsburgh. She served as the tour guide on the Sunday boat tour as we navigated up the Monongahela River from downtown Pittsburgh, cruising under bridges, through a lock and dam, and passing the Homestead, Duquesne, McKeesport, and Clairton steel mills.

That same year Chris was completing restoration of the 1896 Lehner Grain and Cider Mill, situated along the Allegheny River in Verona, twelve miles from Pittsburgh. She transformed the Cider Mill into her company's offices, including an archeological lab in the basement. The unique layout took advantage of the historic mill's exposed timber framing and riverside views, where Chris was proud to work with her family and host clients and friends at her unique digs.

A highlight of her career was her work on documenting and rehabilitating the Jones & Laughlin Steel Corp.'s Monongahela Connecting Ry. Hot Metal Bridge (1898) and adjacent Main RR Bridge (1903) beginning in 1998. As a member of the Parsons Brinckerhoff Quade and Douglas engineering team, Chris compiled State Historic Resource Survey forms, the Land Use History, and the Criteria of Effect for the J&L mill and bridges. The Urban Redevelopment Authority of Pittsburgh (URA) rehabilitated the Main RR Bridge as a two-lane vehicular bridge and the Hot Metal Bridge as a pedestrian bridge, creating a vital link in the Three Rivers Heritage Trail on the Monongahela River. This innovative project won the 2008 Outstanding Highway Engineering Award from the American Society of Highway Engineers—Pittsburgh. For more on her work at the J&L Works, see her article, "Jones and Laughlin Steel Works: 130 Years of Industry/25 Years of Archaeology," *IA*, Vol. 41, No. 1/2, (2015), 131–142.

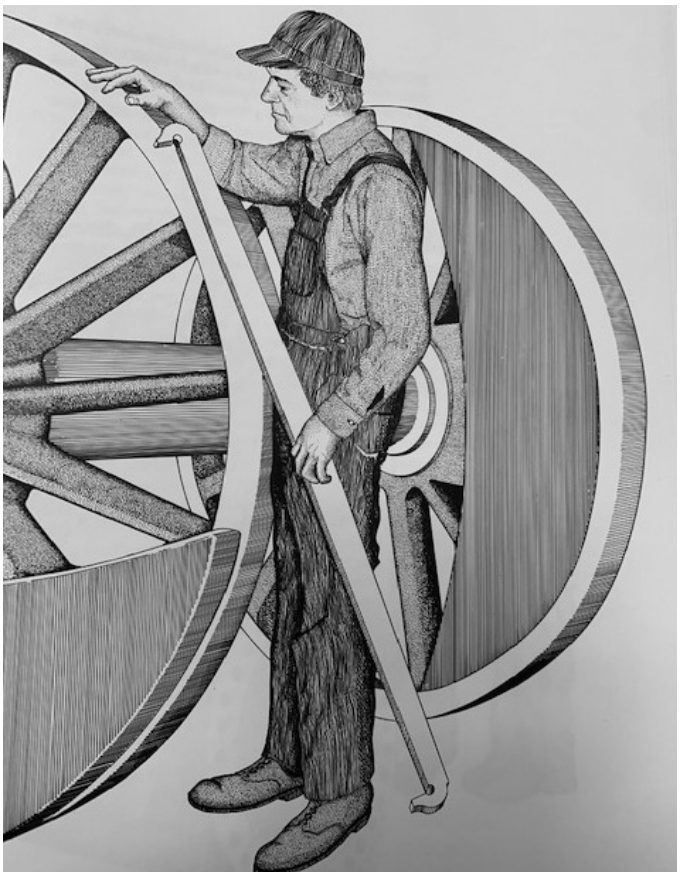
(continued on page 12)

Chris at the Fairmont Hotel exhibit opening, 2010.

David Weitzman, 1936–2022

David Weitzman, an SIA member for many years and prolific writer and illustrator of IA subjects, passed away in Nov. 2022. Weitzman was brought up in Chicago, attended the Art Institute of Chicago, Purdue Univ., and then Northwestern for graduate study. He then taught junior high school history in the San Francisco area for at least a decade, during which time he began writing books about the teaching process. His earliest books were in a scrapbook style with illustrations, cartoons, and essays, full of ideas for school projects and discovery in one's own backyard.

Enamored with steam engines from an early age, he later shifted to writing about technology and industrial history. He began with two general interest books: *Traces of the Past: A Field Guide to Industrial Archeology* (1980) and *Bridges, Windmills, and Old Machines: Discovering Our Industrial Past* (1982). With the publication in 1987 of *Superpower: The Making of a Steam Locomotive*, he solidified his skills in creating very detailed drawings of working machinery, illustrating the formidable intricacy of constructing machines in iron and steel. Over the next two decades, he produced a dozen well-illustrated books on such topics as an iron foundry, threshing at harvest time, the Model T, the Jenny biplane, the N.Y. subway, and ironworkers building skyscrapers. These were marketed for young readers in a format that allowed his detailed drawings to be prominently displayed. Not just for children, they resonated with adults as well and captured the magic of the large machines of the industrial age.



Betsy Woodman

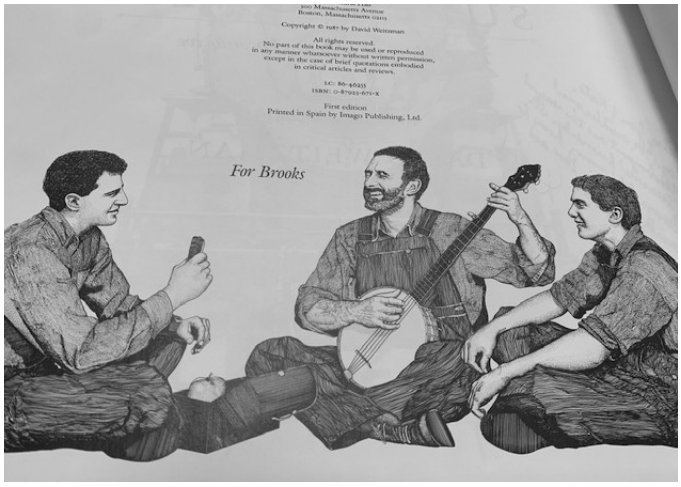
***Robert Vogel as illustrated by Weitzman in* Superpower.**

In his books, David was interested in exploring stories about the people who labored to build and keep running engines, ships, planes, cars, and other complex machinery. David also wrote an important introduction to *Industrial Eye: Photographs by Jet Lowe from the Historic American Engineering Record*. Both prize-winning photographer and author combined their talents to explore the importance of recording and preserving the American industrial past.

David was introduced to SIA at the 1976 Lowell Conference, where he met the Woodmans, Betsy and Jonathan (active SIA members for many years), and they became life-long friends. They kept in touch for decades and hosted David during his research trips to the East Coast. Jonathan died in 2019, but Betsy re-established contact with David's family and the SIA, and provided the biographical information for this article. She wrote, "As Jonathan and I knew him, David was a troubadour and an artist. He carried with him his passion for history, friendship, and his incurable curiosity of the industrial landscape and the environment around him." On a visit with them in the early 1980s, she recounts that as David was working on illustrating people, Jonathan suggested he group friends into the positions in which he needed to draw them and to use these photographs to depict his subjects. He did just that, and continued to use that method, much to the amusement of many friends and colleagues, as mentioned in examples below.

Pat Malone [SIA] writes, "I have had a long friendship and professional collaboration with David Weitzman since the 1970s, when we were both early participants in SIA activities. We had a major exhibition of David's wonderful *Superpower* illustrations at Slater Mill Historic Site while I was the director. (Along with the Slater Mill exhibit, Weitzman's work has been exhibited in numerous other locations in California and Michigan.) He sent me autographed copies of many of his books for decades, and I have turned to his publications twice in the last few months: *Superpower* was just what I needed to brush up on locomotive building for a comment I gave at the Univ. of Pa. this spring. *Pouring Iron* has been essential for an article I am writing about iron waterwheels. David wrote and illustrated books that children could enjoy, but his sophisticated explanations of technological processes were valuable for enthusiasts and academic scholars at any level."

"When David's book on *Old Ironsides* was in planning stages, I helped arrange for a detailed inspection of the USS *Constitution*, then in dry dock for restoration work. He later requested a photo of me pretending to be a ship carver. It was a thrill to see my image, drawn with hammer and chisel in hand, on the title page and jacket of the book. David put many of his friends and SIA colleagues in his illustrations. It is always fun trying to guess who was the model for a figure in one of his drawings. When I wrote *The Texture of Industry* with Bob Gordon, David generously provided two photographs for the book. One of



Betsy Woodman

Frontispiece from* Superpower*: David playing the banjo with his sons, Brooks on left and Peter on right.

Photographer unknown

Louis Woodman, David standing, and Jonathan Woodman seated with* Superpower *on the table.

them saved me a trip to a site I had missed in Cal., while the other was a rare historic image that he reproduced."

Like Pat Malone, SIA founding member Robert Vogel and his wife, Helena Wright, also hosted David during his East Coast travels, especially when he worked on the history of the John Bull. Built in England in 1831, this steam locomotive was imported to the U.S. and ran on the Camden & Amboy RR connecting Philadelphia and N.Y. It is the oldest operational locomotive in the U.S. and is on display in the Smithsonian National Museum of American History. Robert and his Smithsonian colleague John H. (Jack) White, former Curator of Transportation and authority on railroad history, are pictured in David's locomotive book, *Superpower*, as are Jonathan Woodman and his father Louis.

In addition to his writing and illustrating talents, Weitzman enjoyed many other hobbies and interests, including painting, photography, and music; he played the banjo and was learning the baroque oboe. He enjoyed travel and had a long-time interest in Asian culture. Together with his sons, he built an off-the-grid house in Covelo, Cal., a retreat for his work as well as hiking and cross-country skiing.

On March 5, 2023, a celebration of David's life was held at the Berkeley Piano Club, in Berkeley, Ca., organized by David's partner Elizabeth Swarthout. He is survived by her and his children, sons Brooks and Peter, and daughter Arin. Betsy Woodman and John Bowditch (each of whom has rejoined the SIA) attended the event and represented the SIA. They delivered greetings and stories from SIA members, and afterward reported on the event for SIA.

David's contributions to industrial archaeology, the history of technology, and education in general are legendary. He was a gifted educator, illustrator, and communicator. He was also a loyal friend and delightful companion. He will be missed greatly by many SIA members.

With contributions from Betsy Woodman, Pat Malone, Robert Vogel, and Helena Wright

CONFERENCES & WORKSHOPS

Association for Industrial Archaeology, 50th Anniversary Conference. Sept. 1–6, 2023, University of Bath, Claverton Down, U.K. To celebrate, six days of events are planned in the city where the AIA held its first conference. Members will be looking not only at the achievements of the past half century but also the spread of industrial archeology to other parts of the world with several international speakers who have agreed to contribute lectures on the Saturday morning. The seminar on Friday will consider the work currently being done by younger members. In place of the traditional Rolt Lecture, AIA will be celebrating the achievements of the late Angus and Brenda Buchanan. Both the seminar and the conference will be hybrid, allowing those members unable to attend in person to join the presentations. However, it is hoped that members will take this opportunity, after a break of three years, to attend in person to renew old friendships and form new ones. The program includes opportunities for visits to museums and sites of IA interest. Info and registration: *https://industrial-archaeology.org/conferences/service001/*.

Brooklyn Bridge Anniversary Conference. Sept. 30 to Oct. 1, 2023. In celebration of the 140th anniversary of the opening of the Brooklyn Bridge on May 24, 1883, the conference will take place at New York City College of Technology, at the base of the Brooklyn and Manhattan Bridges. The three-day event will gather authors, scholars, and bridge enthusiast to share their technical knowledge of Roebling's bridges and the legacies of John, Washington, and Emily Roebling. Optional early bird tours are offered on Fri. Sept. 29. Sat., Sept. 30 features a full day of presentations about the bridges and the Roeblings, followed by an evening gathering on the

(continued on page 12)

IA IN PHILATELY

A new series of railroad station stamps from the U.S Postal Service (USPS) commemorates historic train stations. A dedication ceremony for the stamps was held on Mar. 9, 2023 at the Art Deco Cincinnati Union Terminal, built in 1933 and featured in the stamp series. Other stations featured on the stamps are Pa.'s Tamaqua Station (a stop on the pre-conference rail excursion, 2021 Annual Conference, Lehigh Valley, Pa.), built by the Philadelphia & Reading RR and opened in 1874; the Gothic Revival Point of Rocks Station, in rural Frederick County, Md., completed in 1875; Main Street Station, Richmond, Va., designed in the Second Renaissance Revival style and opened in 1901; and the Mission Revival style Santa Fe Depot, San Bernardino, Calif., known as the largest RR station west of the Mississippi River when it opened in 1918. Dan Tangherlini, a member of the USPS Board of Governors, said all five stations "have stories of persistence and sub-plots involving dedicated people working to save them." All five are listed in the U.S. Dept. of the Interior's National Register of Historic Places.—*https://about.usps.com/newsroom/national-releases/2023/0309-new-forever-stamps-commemorate-railroad-stations.htm*. ■

CHRISTINE DAVIS (continued from page 9)

CDC also recorded several other bridges and industrial sites for HAER including the Pennsylvania RR, West Penn Bridge (*www.loc.gov/pictures/item/pa3558/*), an 1890 double intersection Pratt truss connecting to the former Herr's Island stock yards and abattoir on the Allegheny River. After extensive clean up on the island by the URA (for whom Chris also wrote the Cultural Resource Survey), it was redeveloped as Washington's Landing, and the West Penn Bridge connects hikers and bikers as part of the Allegheny River section of the Three Rivers Heritage Trail. (Intrepid SIA bicyclists crossed both the Hot Metal Bridge and the West Penn Bridge at the 2009 Pittsburgh Conference.) Other HAER mitigation projects include: Stewart Co. Grain Elevator (*www.loc.gov/pictures/item/pa3351/*), built in 1913 as the first concrete grain elevator in Pittsburgh, formerly adjacent to the Duquesne Incline; Bell Avenue Bridge (*https://www.loc.gov/pictures/item/pa3353/*), 1880, a rare surviving sandstone arch railroad bridge until it was replaced in the 1990s; and Ellis Billiards Building (*www.loc.gov/pictures/item/pa4125/*), a ca. 1926 pool hall in downtown Pittsburgh.

Chris directed over 200 urban and industrial archeological projects in Pittsburgh alone from the Fort Pitt Block House, the city's oldest structure, to Westinghouse Park, the former estate of George Westinghouse who had three gas wells constructed under his property. Chris frequently and enthusiastically spoke or led tours about the findings of her firm's work and how it adds to our understanding of the region's history. For example, her team's discoveries of glassware and other artifacts from the 1830s–60s are displayed throughout the Fairmont Hotel in downtown Pittsburgh.

Under her leadership, Christine Davis Consultants developed into a leading CRM firm in the northeast specializing in archeology, geomorphology, history, mitigation, and educational outreach. Two of her three children, Mindy LaBelle and Brandon Davis, will continue to run CDC as a family business and carry on the enduring legacy of Christine Davis.

Christopher H. Marston

CONFERENCES AND WORKSHOPS (continued from page 11)

Brooklyn waterfront in view of the bridge. Guided tours of the Brooklyn Bridge by one of the presenters will take place on Sun., Oct. 1. Continuing education credits are available for architects and engineers. Further details and registration coming soon. Contact: *prof.paul.king@gmail.com*.

Call for Papers, 43rd Roebling Chapter Symposium on Industrial Archeology in New York and New Jersey. Co-sponsored by the Center for Heritage and Archaeological Studies at Montclair State University, Oct. 28, 2023. The all-day event is at a new location and with a new co-sponsor this year. It will be held at the university and will include lunch. Further details on the day's program, cost, registration, transportation, and parking will be available nearer the date. The Call for Papers is open. Co-chairs Lynn Rakos and Mary Habstritt welcome proposals for presentations. If you have research, progress reports, or a cool discovery to share, please contact one of them at *mhabstritt@aol.com* or *lrakos@hotmail.com*. ■

Northern New England had a tour of Portland Yacht Services in Maine in Oct. 2022. A highlight was viewing one of the giant traveling cranes used to lift boats out of the water, move them around, and put them back in again. Once a boat has entered the water channel, straps tighten and pull it out of the water. The crane can lift up to 330 tons and boats up to 150 ft. in length. The boats are all pressure washed to remove marine organisms before being taken into huge hanger-like boat houses for work or storage for the winter.—*David Dunning*

Oliver Evans Tour. On East Passyunk Ave. in South Philadelphia, a street lined with shops and restaurants, **Philly Typewriter** makes its home. Oliver Evans chapter members visited on March 11, 2023. A talk and tour of the premises was given by the owner, Bryan Kravitz, who has established a workshop with machines and tools for restoring typewriters and sharing his passion for them with others. Bryan said, "Come visit our 2,000-sq.-ft. location in South Philadelphia and see our workshop, meet our apprentices learning the trade, sign-up for a repair class or take in our exhibits and writers' lounge."

While Bryan spoke to the group, a small tv played an endless loop that documented various aspects of typewriter machinery and culture and highlighted typewriters in movies and tv shows. One clip featured Ruby Keeler and a partner tap dancing on the keys of a giant typewriter. On the walls of the shop are framed newspaper articles showing press coverage of Tom Hanks speaking in Philadelphia on his book *Uncommon Type: Some Stories*. Hanks is an avid typewriter collector and in an *Inquirer* article he called Philly Typewriter "a national resource."

The shop holds more than 1,300 typewriters, many used for parts. It features several workstations with specialized tools for repairing all models of typewriters. Bryan explained that an IBM Selectric has more than 2,800 parts and many now have to be specially made because they are no longer available.

In the fall of 2022, Bryan was tapped by the Literature Department at Philadelphia's Parkway Central Library to present an 8-part series entitled "The Typewriter in the Workplace." Bryan is so committed to preserving a connection to these machines that he recently established the Philadelphia Public Typewriter Program. The goal of the program is to place vintage, rare, and fully working typewriters in hundreds of locations in the Philadelphia area. Bryan hopes it will be a means for people of all generations and diverse communities to connect with typewriters and the non-digital, elegant world they represent. Info: *www.phillytypewriter.com/#/*.—*Muriel Kirkpatrick* ■

Helen Schenck

Bryan Kravitz speaking to Oliver Evans chapter members.

Muriel Kirkpatrick

Work stations at Philly Typewriter, in the foreground a 1952 Underwood SS.

The elaborate mechanism for a noiseless typewriter key.

Publications of Interest (continued from page 8)

on-water operations. Author is a professional mariner and railroader, having served as host/engineer on board tug *Cornell* for the Great Rondout Creek Cruise during the 2009 SIA Fall Tour in Kingston, N.Y.

Water Control & Reclamation

- James Douet [SIA]. **The Architecture of Steam: Waterworks and the Victorian Sanitary Crisis**. Historic England in assoc. with Liverpool Univ. Pr., 2023. 176 pp., 79 color illus. $85.95 hardcover. Steam-powered pumping stations are exceptional buildings, an original class of architecture intended to express both civic pride and industrial potency. They were invented, perfected, and superseded over a century and a half, during the determined struggle to overcome the historic threat to urban life posed by industrialization. This first comprehensive account of a remarkable synthesis of machinery and structure weaves together architectural fashion, shifting social conditions, and engineering inventiveness to show why such care was taken by the communities and the men who built them, and what makes us take such pleasure in them today. A global reference for the historical significance of the sites, and for the conservation of the many preserved waterworks, often extending to the reanimation of historic steam engines.

Buildings & Structures

- Michael Kimmelman. **An Ice Factory From the 1900s Is Now a Spectacular New Bronx School**. *NYT* (Feb. 15, 2023). *www.nytimes.com*. A long-vacant, turn-of-the-last-century, former ice plant and warehouse is repurposed as the new 191,000-sq.-ft. Dream Charter School in the South Bronx. Designed by Ghanaian British architect David Adjaye and Russell Crader, the school will accommodate 1,300 students in pre-K through 12th grade, with priority given to those living in public housing, and students with special needs. The redesigned ice plant, with its triple-height library and barrel-vaulted classrooms with huge, punched windows overlooking Manhattan, becomes one of the most spectacular school buildings in the city. Photos included in essay.
- Bobby Tanzilo. **It's the End of an Era for the Kinnickinnic Grain Elevator**. *OnMilwaukee.com* (Feb. 21, 2023). *https://onmilwaukee.com/articles/kinnickinnic-elevator*. A history of the Kinnickinnic elevator, built by the Chicago & North Western Ry., near the mouth of the Kinnickinnic River. The facility, opened in 1916, initially included a workhouse and 72 concrete bins with a storage capacity of 1.5 million bushels. The latest phase in its long history began when elevator became known as the COFCO elevator after the China Oil and Foodstuffs Corp. took over then-owner Nidera in 2017. In Jan. 2023, COFCO closed the elevator and sold the 10-acre parcel to Ozinga, a concrete supplier. No plans for the property have been announced, but it no longer will be used to handle grain. Includes numerous photos.

Power Generation

- **Windmillers' Gazette**. Vol. 42, No. 1 (Winter 2023) includes T. Lindsay Baker, *Letters from Fairbury* (on the Fairbury Windmill Co. and A. Clyde Eide's extensive research into its history); Christopher Gillis, *Fifty Years of Windmilling in the Australian Outback*; Christopher Gillis, *Sourcing Babbitt for Windmill Bearings*. Vol. 42, No. 2 (Spring 2023) includes T. Lindsay Baker, *How I Researched and Wrote the* Field Guide to American Windmills; Christopher Gillis, *Rediscovered Virginia Wind Engine*; Christopher Gillis, *Wind Generators with an Uncommon Purpose* (about the use of windmills for cathodic protection of oil pipelines); and Christopher Gillis, *Tools for Pouring Windmill Babbitt Bearings*. Avail.: $20/yr., published quarterly. Christopher Gillis, Editor, P.O. Box 788, Buckeystown, MD, 21717; *www.windmillersgazette.org*.

Abbreviations

APT = Association for Preservation Technology International
IA News = Bulletin of the Association for Industrial Archaeology (U.K.), *www.industrial-archaeology.org*.
NYT = *New York Times*
OMN = *Old Mill News*, published by the Society for the Preservation of Old Mills (SPOOM)
TICCIH = The International Committee for the Conservation of the Industrial Heritage, *https://ticcih.org*.
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.* ■

Stabilization Begins on Erie Canal Aqueduct at Schoharie Crossing. The New York State Office of Parks, Recreation and Historic Preservation announced that construction has begun on a $1.7 million project to stabilize and restore a critical portion the historic Erie Canal Aqueduct at Schoharie Crossing State Historic Site in Montgomery County. The aqueduct, which was built in 1841, is a vital piece of New York's history and a beloved landmark within the Erie Canal National Heritage Corridor.—*parks.ny.gov*, Jan. 12, 2023

Recovery of the Old Manresa Slaughterhouse FUB3, Manresa, Spain. *ArchDaily*, Feb. 9, 2023. *https://www.archdaily.com/996176/recovery-of-the-old-manresa-slaughterhouse-fub3-mancineiras-pares-arquitectes-associats*.

The former Manresa's Slaughterhouse, a modernist building built in 1906 and currently listed with the BCIL (Cultural Asset of Local Interest) distinction in the Catalan Cultural Heritage catalog, is undergoing renovation work by Manciñeiras/Parés arquitectes assoc. The complex is part of the University Campus of the Fundació Universitària del Bages (FUB). The project includes the refurbishment of three out of four warehouses of the historic slaughterhouse, as well as the construction of a new volume and the urbanization of the central space. It will provide eleven classrooms, two meeting rooms, a gymnasium with a capacity for a hundred people, changing rooms, and a space for offices and work areas for teachers. The project will restore the historic complex while preserving its early-20th-c. industrial character, distinguished by the brick architecture with multiple ornaments on its facades and its three symmetrical warehouses. SIA members visited this slaughterhouse during the February/March 2004 Study Tour in Catalonia. During the visit, a TV crew interviewed SIA members.—*Heinz Schwinge* ■

A TV crew interviews an SIA member during the Catalonia Study Tour, 2004.

Heinz Schwinge photos

Entry of the Manresa Slaughterhouse.

An ornamental detail from the slaughterhouse.

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

Department of Social Sciences
Michigan Technological University
1400 Townsend Drive
Houghton MI 49931-1295

Non-Profit Organization
U.S. POSTAGE
PAID
Permit No. 11
Houghton, MI 49931

CALENDAR

2023

July 21–23: **Textile History Forum 2023, Lone Rock Farm, Marshfield, Vt.** Info: *https://thistlehillweavers.com/rabbit-goody/.*

Sept. 1–6: **Association for Industrial Archaeology 50th Anniversary Conference and Seminar, University of Bath, U.K.** In-person and Zoom options.
Info: *https://industrial-archaeology.org.*

Sept. 7–9: **Society for the Preservation of Old Mills (SPOOM) Annual Conference, Auburn, N.Y.**
Info: *https://spoom.org.*

Sept. 20–22: **SIA FALL TOUR, AKRON, OHIO.** See preview article in this issue. Info: *www.sia-web.org.*

Sept. 30–Oct. 1: **2023 Brooklyn Bridge Anniversary Conference, New York City College of Technology, N.Y.**
Info: *prof.paul.king@gmail.com.*

Oct. 9–14: **Assn. for Preservation Technology International Annual Conference, Seattle, Wash.**
Info: *www.apti.org.*

Oct. 28: **The 43rd Roebling Chapter Symposium on Industrial Archeology in New York and New Jersey, Montclair, N.J.** See Call for Papers in this issue.
Info: contact *mhabstritt@aol.com* or *lrakos@hotmail.com.*

Nov. 8–10: **National Trust for Historic Preservation Conference, Washington, D.C.** Info: *https://savingplaces.org/conference.*

2024

April 10–13: **2024 National Council on Public History Annual Meeting, Salt Lake City, Utah**, and virtual, late April 2024 (virtual is jointly with the Organization of American Historians). Info: *https://ncph.org.*

Apr. 17–21: **Society of Architectural Historians Annual International Conference, Albuquerque, N.M.**
Info: *www.sah.org.* ■