SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

Volume 53 Summer 2024 Number 3

Minneapolis IA
SIA 2024 Conference Review

The SIA's 52nd Annual Conference was held May 16–19, 2024, in Minneapolis, Minn., where more than 120 members and guests gathered for a full program of tours and presentations. The event was based in downtown Minneapolis at the Royal Sonesta hotel, and included excursions to Saint Paul, Faribault, and other nearby destinations. This was the SIA's third visit to the Twin Cities. The first was at the 12th Annual Conference in 1983, and the second was the 42nd Annual Conference in 2013.

Minneapolis developed adjacent to the Mississippi River's St. Anthony Falls on land that, prior to Euro-American settlement, had been occupied and stewarded by the Dakota (Sioux) people for at least 1,000 years. By the mid-19th c., Minneapolis was growing as a water-powered manufacturing city. Between 1870 and 1930, the city was the flour milling center of the world and original home of Pillsbury and Washburn-Crosby, later General Mills. Related industries and companies also contributed to the area's growth: Minnesota Linseed Oil Co. started in the 1860s, Cream of Wheat emerged as a popular cereal, and the city was also a major distribution hub for farm equipment. The Washburn A Mill (1879) and the Pillsbury A Mill (1881), which were the two largest flour mills in the world at that time, are now National Historic Landmarks.

The conference began with a public presentation by Brian McMahon on "Concrete and the Building of Minneapolis & Saint Paul" at the **Minneapolis Central Library** on Wednesday night. Events continued with pre-conference tours and opening reception on Thursday, historic site and process tours followed by the banquet dinner at the **Market at Malcolm Yards** on Friday, paper and poster sessions and Annual Business Meeting on Saturday, and post-conference tours on Sunday. The following summaries and photos are graciously provided by several SIA members who volunteered to report for *SIAN*.

Thursday Tour 1: St. Anthony Falls, led by Bob Frame, was all about the Mississippi River and how it affected the devel-

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Brianna Bang

Friday's Tour 2 group at Daikin's Faribault North plant.

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opment of the city. Over the centuries, the river has been a path for exploration and commerce, and a source of both power and drinking water. We began with a walk past the city's first water pumping station. The building is now part of a riverside park and home to Owamni, a restaurant that features Indigenous cuisine.

Our next stop was the **Upper St. Anthony Falls Lock and Dam Visitor Center**. From the headwaters south to Minneapolis isn't a lengthy stretch of the Mississippi, but half of the drop in elevation of the entire river occurs in that distance. At Minneapolis, the river had a natural waterfall, St. Anthony Falls. Over time, rushing water eroded the limestone and the falls "moved" upstream. To stop further changes, a concrete apron was built over the falls, forming a dam. In order to harness the power of the 50-ft. drop at the falls, a secondary horseshoe dam was built behind the falls to shunt water to either side of the river, powering lumber and woolen mills, but mostly flour mills. The mills no longer operate, but the buildings still have their signs on the roof—Gold Medal Flour, Pillsbury Flour, North Star Blankets, as reminders of the Mississippi's industrial might.

In the 1960s, a series of locks opened along the river, facilitating navigation up to and around the Falls. The Upper St. Anthony Falls lock on the west side of the falls is the farthest upstream. We had excellent views of the Mississippi from the visitor center, but we did not get to see the lock operate, as it is no longer used. Its closure is part of an effort to stop the upstream migration of the invasive Asian carp.

Mill City Museum occupies the former **Washburn A Mill** (later General Mills). For a while, it was the largest flour mill in the world, based on output. An important artifact on view was a middlings purifier—an essential invention for turning tough-shelled wheat into fine white flour. An elevator ride to an observation deck gave us a bird's-eye view of the river and Mill Ruins Park, which preserves the remains of some mill tail races. The current building was built within the ruins of the first Washburn mill, which burned as a result of a catastrophic dust explosion in 1878. Dust extractors, like the ones on display in the museum, weren't used at that time. The mill produced as much as 3,000 lbs. of dust in a day, creating a sort of haze in the air. It took just one spark to start a massive explosion. One highlight was a demonstration of a dust explosion in a model of the mill.

Marni Walter

A view from the St. Anthony Falls Visitor Center to the West Side Milling District, including the Washburn Crosby Co. grain storage elevators, the Mill City Museum, and a section of the Stone Arch Bridge in the foreground.

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. 53, No. 3 (Summer 2024), October 2024. 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*.

Lunch was at **Water Power Park**, where SIAers roamed happily beneath high-tension power lines. We visited the **St. Anthony Falls Laboratory** (SAFL, formerly St. Anthony Falls Hydraulic Laboratory) on the west side of Hennepin Island. We were seated in a ca. 1938 classroom with built-in wooden and cast-iron student desks for a presentation about the laboratory and the building's history. Here researchers from the Univ. of Minnesota and across the country study fluid mechanics through the interrelated fields of environmental, energy, hydrology, and wind sciences. Guided through the lab areas, we saw several experiments in action including a wind tunnel currently used to study data from the Eolos wind energy research field station and the Cedar Falls Spillway physical model study, plus the maze of pipes and tubes hanging from the basement ceiling underneath the floor of the lab to supply and support the models above, and the Outdoor Stream Lab, in a narrow plot of land between the building and the river. Mississippi River water is channeled through the lab to supply the experiments.

Next was a look at two hydroelectric generating plants. The **Main Street Power Station**, built in 1911, was used until 1968. We were able to see the three generators and related equipment still present in the building. The **Hennepin Island Hydroelectric Plant** was built in 1908 and is the last hydro plant still operating in Minneapolis. It uses the four original horizontal turbines and one vertical turbine added

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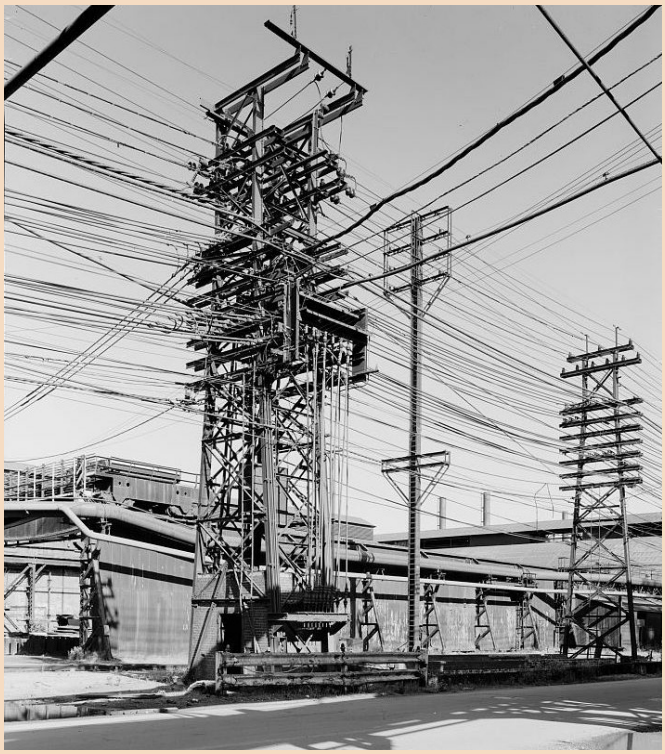
Christopher Marston

The Itema R9500² Rapier Weaving Machine producing wool blankets at the Faribault Woolen Mill.

Save the Date! May 29–June 1, 2025
SIA's Annual Conference, Buffalo, N.Y.

The SIA's 53rd Annual Conference, scheduled for May 29–June 1, 2025, will explore Buffalo's industry and infrastructure—both past and present. In the span of about 50 years, the small settlement of Buffalo, N.Y., that was home to fewer than 1,000 residents, transformed itself into one of the country's leading business and manufacturing hubs. The Erie Canal, one of the world's greatest engineering marvels, breathed new life into Buffalo in 1825 (following its burning by the British in 1812), setting the stage for the city to become an industrial powerhouse throughout the 19th c. Industries like grain, steel, aviation, electric power, and luxury automobiles helped Buffalo become the eighth largest city in the U.S. Buffalo's national prominence and business acumen gained international recognition when it was selected to be the site of a World's Fair in 1901, the Pan-American Exposition. This dazzling, multi-month event marked Buffalo as a true epicenter of wealth and progress. The City of Light, as it was dubbed during the Pan-Am, encapsulated what the "American Dream" truly was. A place where hard work, innovation, and invention transformed a small trading post into one of the nation's most influential cities. Owing to this rich history, the SIA is excited to revisit Buffalo for the first time since 1992. Further details to come in email announcements and in the next issue of *SIAN*.

Paris Roselli



Jet Lowe [SIA], HAER NY,15-LACK,1-66.

Electric power lines in vicinity of west billet yard, 32" mill view looking southeast—Bethlehem Steel Corp., Lackawanna Plant, Rt. 5 on Lake Erie, Buffalo, Erie County, N.Y.

in the 1950s, which we viewed up close during our stop.

A final treat was a visit to the **Pillsbury A Mill**. From the 1890s to the 1930s, this building had the honor of being the largest mill in the world, at its peak in 1916 producing 16,000 barrels of flour per day (one barrel holds 196 lbs. of flour). Now, as the A-Mill Artist Lofts, it's an excellent example of adaptive reuse as affordable housing for people working in the arts. In addition to apartments, there are studios, galleries, and performance spaces. The shared spaces show off the history of the building. A hallway runs along the sides of the grain elevator bins, showing the curved walls. Where possible, original walls and beams are left exposed. The lower level contains a museum about the history of the mill and its preservation. The group went into the original huge, stone masonry headrace extending from the Mississippi to the mill. It now contains a small, modern hydro facility for the building.

Thursday Tour 2: Northeast Minneapolis visited a part of the city known for its ethnic neighborhoods and former industrial structures that are now reused as venues for the visual and performing arts. Fred Quivik guided the group of 22 SIAers to the Northeast district, which is separated from downtown Minneapolis by the Mississippi River.

The Electric Machinery Co. is a 130-year-old firm now owned by WEG. The union shop manufactures large custom electric motors for a wide range of industrial uses. The motors, ranging from 1,000 to 25,000 HP, are produced to very high standards for an expected 40-year-plus operational life. Motor production takes 15–18 months from initial contact through delivery. Delivery is usually by truck, but their largest motors require rail for delivery. Customers are in a wide range of industries including pulp and paper, mineral processing, oil and gas, and nuclear.

Graco, founded in 1926, is a non-union, publicly traded company that manufactures fluid handling equipment. Their machinery can be used for a wide range of fluids ranging from paint and adhesives to some that do not seem particularly "fluid" including peanut butter and chicken parts! The company initially operated in downtown Minneapolis before moving to its current location in 1938. It has expanded over time and now operates on a 24/7 schedule in a 370,000-sq.-ft. plant with two even larger sister plants. Graco hires most of its machinists from area community colleges offering a two-year comprehensive machining certification.

The group had lunch at **Boom Island Park**, named for the booms that were used to separate logs floated down the Mississippi to sawmills. A short walk led to the Boom Island Railroad Bridge, a 1901 pin-connected Pratt truss built by the Butler-Ryan Co. of St. Paul, formerly used by the Wisconsin Central RR and now serving as pedestrian access to the park.

Production Engineering is an 85-employee firm that does contract manufacturing for military and aerospace customers including Northrup Grumman, Lockheed Martin, DRS, and BAE. They make specialized mounting frames to house complex electronics and are designed to operate in rugged, high-stress environments such as on U.S. naval vessels. Their typical runs are from two to 100 units with some prototype manufacturing.

The **Northrup King Building** was once home to the Northrup-King Seed Co. The four-to-six-story structure was used to process, package, and ship seeds, intended primarily for northern climates. After Northrup King vacated the building in 1987, a developer converted it to more than 300 artist studios. Remnant IA of the seed company includes a "car puller" using an electrical motor, cables, and sheaves to move railcars on the adjacent siding and a belt-driven manlift. Within the building, the tour visited the storeroom and display room of Danish Teak Classics, a company that restores mid-century modern furniture, and Kelly Marshall, a custom woven textile business.

Friday Tour 1: Minneapolis Industries. Beginning with a drive through downtown Minneapolis, our guide, Charlene Roise, pointed out the Pence Automobile Co. Building. The Classical Revival structure (1909) housed sales showrooms,

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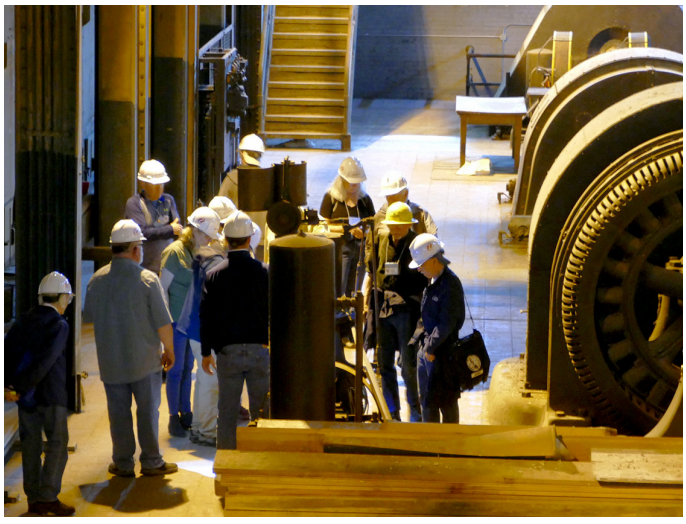
Kathryn Fox

Mill explosion demonstration at the Mill City Museum.



Kathryn Fox

Part of the Thursday Tour 1 group at the Main St. Power Station.

Michael Raber

2024 General Tools Award Recipient

Few, if any, currently active SIA members have done more professional work in industrial archeology than Michael Raber. Since 1980, he has run Raber Associates, a highly successful consulting firm specializing in cultural resource management with an emphasis on industrial sites. He has been principal or co-principal investigator and the primary report writer for well over 400 assessments, master plans, archeological surveys or excavations, preservation management plans, interpretive signage exhibits, National Register evaluations and nominations, and HAER documentation projects.

He has also published numerous articles and several books on industrial topics and has served the SIA in many ways, giving frequent presentations, developing tours, and serving on the Society's nominations and General Tools Award committees.

Mike earned three degrees from Yale University, culminating with a Ph. D. in Anthropology, but he never aspired to be an academic. Instead, his chosen vocation has been contract work in archeology and planning. The incredible range of projects he has directed testifies to his versatility, technical expertise, and insatiable curiosity. At least three previous winners of the General Tools Award (Pat Malone, Robert Gordon, and Chuck Parrott) have been close collaborators on his projects. Gerry Weinstein, whose tool and instrument company established the award, has been a recording photographer with Raber Associates for decades. Other SIA members (including John Bowie, Carol Cooper, Bill Johnson, Tom Flagg, Greg Galer, Matt Roth, Ned Connors, and the late Tom Leary) have been valuable contributors on Raber's cultural resource teams. Most of Mike's work has been in the Northeast, but he also completed notable projects in Virginia (Tredegar Ironworks) and Ohio (Muskingum Canal/River Navigation).

Versatility is one of Mike Raber's greatest strengths. If he has specialties, they are waterpower features (including dams, gates, and raceways), canals and river navigation systems, and metalworking operations. Production of small arms, ammunition, and other military equipment has also drawn a great deal of his attention. One example is his work on the Boston Naval Shipyard and its unique chain forge for the National Park Service.

He brings boundless enthusiasm and energy not only to his professional work but also to his participation in SIA conferences. He achieved a remarkable level of efficiency in the counting of paper ballots for the nominations committee, an onerous task that used to be completed the night before the Society's business meeting. One of his proudest accomplishments was finding a sharp letter opener that greatly sped up the process and avoided paper cuts on clumsy fingers.

As a gifted writer, map maker, and designer of tables, Mike always takes the lead in the completion of lengthy reports from Raber Associates. His most impressive ability, however, is managing the work of other industrial archeologists, who often have strong opinions about the sites and artifacts under investigation. Mike's editorial and diplomatic skills are of such a high order that he can turn a diverse set of individual contributions into seamless, polished assemblages that satisfy everyone involved.

Dan Trepal

Michael Raber (center), 2024 General Tools Award honoree, with Patrick Malone (left) and Christopher Marston (right).

A fine example of Mike's editorial skill is the *IA* theme issue on the Springfield Armory (Vol. 14, No. 1, 1988). A much longer, detailed report for the National Park Service had already earned high praise. For the theme issue, Mike used four separate articles (and numerous photographs) by the team members in that NPS study. He also organized sessions at an SIA conference to share the results of the study, which became the basis for the *IA* theme issue. Mike assisted with the content and graphic design of his collaborators' thematic articles before copy editing them masterfully and adding his own overview covering the armory's operation from 1794 to 1918.

The intricate site maps in the Springfield Armory issue were products of Mike's collaboration with a cartographer (Lyn Malone). Throughout his career, Mike has excelled in surveying, map-making, artifactual analysis (even to the microscopic level), and the use of historical maps. He is particularly effective in producing new sequences of maps illustrating site development over time. He worked with Lyn Malone to create a set of ink-on-mylar overlays showing changes in the pattern of piers along the Hudson River waterfront of Manhattan's Upper West Side. Later Mike and Lyn switched to computer-aided-design (CAD) to represent a challenging sequence of maps demonstrating the complex history of the Tredegar Ironworks site. Relying on earlier plans and aerial photographs, as well as highly accurate surveying and field recording, they produced CAD layers that tracked every significant change in Tredegar's many buildings and raceways.

One of the Springfield articles won the SIA's Norton Prize (now Vogel Prize), an award Mike had already received for an article he co-wrote with Robert Gordon entitled "An Early

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offices, and automobile repair and service areas for Harry Pence's company, which first sold Cadillacs and later, Buicks. But Harry Pence's claim to fame (notoriety?) was as the person responsible for bringing parking meters to Minneapolis.

Arriving at the **Metro Transit Blue Line Operations and Maintenance Facility**, we learned in an introductory presentation that the city's light rail was built on a historic trolley right of way dating to the 1890s, operated by the Twin City Rapid Transit Co. but shut down in 1954. The new Metro Transit system opened in 2004, and the total fleet is now 118 cars. Our guide described that with 20-year-old trains and tracks, a lot of work is already going toward repairing aging infrastructure and equipment. Stray electrical current is causing degradation of some tracks, so these are being replaced early. Meanwhile, many employees work on the day-to-day maintenance of the system, including tracks, signals, and power. Another group of employees is involved in real-time monitoring. A large operations room was filled with computer workstations in front of an expansive wall of high-res monitors, keeping watch on sections of the power grid, individual trains (exterior and interior), and even the weather.

We walked through several shop areas, where work on HVAC, motors, body repair and painting, and mechanical needs takes place. The facility also included a long car wash bay. We viewed a tire profile adjuster up close, and a set of adjusters installed within the large apparatus in which it operates. A bad steel tire profile causes problems such as the screeching heard while a train is braking. With this device, which stores the data of every wheel, a train can drive into the machine and the device re-adjusts the tire to its optimal configuration. Our guide also demonstrated the mechanism that hitches two cars together.

We next traveled to the **Univ. of Minnesota's Main Energy Plant** and **Southeast Steam Plant**. The Minneapolis campus has been steam heated by a district system since the Main Heating Plant opened in 1912. The plant was updated and expanded several times, and continued as the main source of steam energy for the campus until the new Southeast Steam Plant (formerly the Twin City Rapid Transit Co. Steam Power Plant) opened in the early 21st c. The Main Heating Plant was completely rehabilitated in the 2010s and is now known as the Main Energy Plant (MEP). It uses an efficient turbine-generator to produce electricity and a heat-recovery system to produce steam. Our guides reviewed the Southeast Steam Plant's history and had a stack of old photos and blueprints for us to view. Next we climbed through the facility, traveling several stories up an elevator to a dizzying erector-set view down through eight or nine stories of grated walkways, and exiting onto the roof for a panoramic view

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Marni Walter

Pillsbury A Mill building, headrace tunnel.

Bill McNiece

Boom Island Bridge, the last remaining evidence of the former extensive rail yard on Boom Island.

Daniel Schneider—2024 Vogel Prize Recipient

The Vogel Prize Committee (Bob Newberry [chair], Lynn Rakos, Martha Mayer, and Bill Vermes) awarded the 2024 Vogel Prize for the best recent article in the journal *IA* to Daniel Schneider for his masterful article, "Worker Skill in the Industrial Production of Decorative Wood Type Borders," *IA* 43 (2017). This article was the unanimous first choice of all the committee members; it made adept use of the author's thorough and thoughtful knowledge of the general topic and other specific case studies with a similar focus. In melding insights from three different sources (philosophical descriptions of the intangible effects of machines and industrialization, the techniques of experimental archeology, and case studies of other industrial contexts), Daniel has added sophistication and nuance to the story of machines replacing craftsmen.

Daniel has used an intensive focus on a small purpose-built machine in what he admits was a minor output of the wood type from the Hamilton Manufacturing Co. in Two Rivers, Wisc. The purpose of that machine? Creating decorative wood type for headlines and for borders around posters. The industry itself was relatively obscure in the historical context of late 19th-c. industrialization. Daniel's careful attention to the artifact, its product, and the relationship of the worker to the machine provides insights into intangible features of industrialization that were, he correctly posits, "present in many, and likely all, industrial contexts." The article features clear photographs and an author-generated high-quality diagram.

These visual components feature appropriate explanatory captions and are logically linked to the text. The whole article has exemplary text that is clear, direct, and understandable.

It may have been serendipity to find an intact, belt-driven, die-stamping machine from the late 19th c., but it was Daniel's skill and expertise that brought to life the artifact and the intangible qualities of its use.

All readers, regardless of their personal subject interests, will benefit from Daniel's linking a specific case study to the concept of industrial skill, the techniques of experimental archeology, and the philosophical theories of industrialization.

In summary, the Vogel Prize Committee urges you all to look in JSTOR online for the journal *IA*, Vol. 43 (2017) and to discover both a satisfying case study of worker-machine interactions and a tantalizing invitation to test useful conclusions in other industrial contexts.

Thank you, Daniel, for a great article.

Dan Trepal

Daniel Schneider (left) accepts his award from Bob Newberry.

Each year the SIA recognizes outstanding scholarship in the field of industrial archeology with the Vogel Prize. Named for SIA co-founding and distinguished member Robert M. Vogel, the award honors the author of the best article to appear in the Society's journal IA: The Journal of the Society for Industrial Archeology *within the past three years. The prize consists of a cash reward and a wooden foundry pattern with a plaque engraved with the recipient's name. Articles selected must have a clearly stated thesis and a well-constructed narrative. Analysis of material culture and high-quality illustrations that support the thesis and conclusion are also important measures of scholarship worthy of the prize. Selection is made by the Vogel Prize Committee, consisting of five members appointed by the SIA President, who serve 5-year terms.*

NOTES & QUERIES

Hagley Museum & Library (Wilmington, Del.) has opened the **Penrose Robinson Hoopes Collection** to researchers. Hoopes (1892–1976) was a Philadelphia engineer and inventor who specialized in the development of high-production automatic machinery. His clients included the Campbell Soup Co., the American Chicle Co., Johnson & Johnson, and the Ferracute Machine Co. The collection includes blueprints, mechanical drawings, correspondence, and his research notes. Interesting topics include a dicing machine that is the foundational machine for Campbell's chicken noodle soup and ballistics machinery sold to the Soviet Union during WWII. Hoopes was also an avid horologist and collected information on colonial clockmakers.—*Hagley Magazine (Winter 2023)* ■

West Virginia's Unusual Pipe Bridge
Historians Seeking Information

Located in rural Preston County, southeast of Morgantown, W.Va., is a small bridge that is constructed entirely of steel pipes of varying dimensions. The "Little Bucklick Bridge," officially Bridge 39A190, carries unpaved Bucklick Road (County Route 53/1) over Saltlick Creek.

Its bridge type would normally be a stringer superstructure, except that the usual I-beam stringers here are five 9-5/8-in.-diameter steel pipes. Okay, the center stringer is actually 8-5/8-in. and shimmed up with two 1/2-in. plates at each end. The stringer pipes support a bridge deck comprised of fifty-six 3-1/2-in. pipes, aligned to match the bridge's skew. The deck pipes are welded to the stringer pipes. The entire bridge is 30 ft. long from back to back of abutments, with a 27-ft. span that is 12 ft. wide on square.

Even the abutments are built of pipes. In each abutment, two 30-in. vertical pipe columns carry a horizontal 26-in. pipe cap that supports the five pipe stringers. On the deck are pipe wheel guards and a very fragile-looking pipe railing that is just enough to hold onto while walking over the slippery deck pipes.

Little is known about the history of the pipe bridge. It reportedly was built about 1970, according to W.Va. Dept. of Highway (DOH) inspection records, by the Columbia Gas Co., a firm that has subsequently evolved through corporate and name changes. The bridge facilitated the company's access to nearby fields of gas wells. No bridge plans have been

General view of the Little Bucklick Bridge, the pipe bridge, crossing Saltlick Creek in Preston County, W.Va.

Deck view of the pipe bridge and unpaved Bucklick Road.

The 56 pipes comprising the bridge deck, aligned on the bridge skew.

Underside of the bridge, showing the pipe stringers and the abutment constructed of pipes encased in concrete.

All photos by Mead & Hunt Cultural Resources, June 2024.

located and the designer is unknown.

The pipe bridge came to the attention of the Cultural Resources Dept. of Mead & Hunt, Inc., a national engineering company with a DOH project to study West Virginia bridges built from 1965 to 1980. The Bucklick Bridge was field-surveyed this spring. During the fieldwork, the Mead & Hunt crew found another similar pipe bridge less than a mile away, but not owned by the DOH.

Mead & Hunt historians would welcome any feedback from SIA pontists and *SIAN* readers. Have you seen a bridge elsewhere that is constructed entirely of steel pipes or other atypical bridge material? Any thoughts about the reported construction by the Columbia Gas Co. in West Virginia? Other suggestions for further research into this unusual structure? Please email any ideas and information to Bob Frame at *bob.frame@meadhunt.com*.

Bob Frame

Side view of the abutment with the large pipe cap supporting the pipe stringers.

SIA Awards Five Student Travel Scholarships for 2024

Each year, the SIA awards travel scholarships to assist with offsetting the expenses associated with attending our conferences. The scholarships are open to students or to emerging professionals with less than three years of experience. Applicants must demonstrate an interest in and commitment to the field of industrial archeology.

This year the SIA awarded five travel scholarships. The recipients were recognized at the Annual Business Meeting in Minneapolis on May 18.

William Dunsmore is a graduate student at the Bard Graduate Center in New York City. William's research centers on the roles of German immigrants in the lager beer brewing industry in the U.S. In particular, William is interested in the use of subterranean vaults called lagerkellers and their significance in the development of the modern brewing industry.

Daria Jagiello received her Ph.D. in 2021 from Nicolaus Copernicus Univ. in Torun, Poland. Daria's research interests include water mills, municipal water works, and the interpretation and adaptive reuse of historic industrial facilities. She is currently employed as an assistant lecturer at her alma mater.

James Juip is a Ph.D. candidate in the Industrial Heritage and Archaeology Program at Michigan Technological Univ. James's current research is focused on expanding and improving an online interactive historical atlas called the Keweenaw Time Traveler. The Time Traveler provides an innovative way for people to learn about, share, and research the history and heritage of the industrial communities of Michigan's Upper Peninsula.

Larrisa Juip is also a Ph.D. candidate in the Industrial Heritage and Archaeology Program at Michigan Technological Univ. Larrisa's research interests focus on past and present connections to iron mining among the Indigenous and Descendant communities on Minnesota's Iron Range. Larrisa hopes to create an adaptive template to include these often-missing connections in future interpretive efforts in mining history.

Kyle Parker McGlynn is another Ph.D. candidate in the Industrial Heritage and Archaeology Program at Michigan Technological Univ. Kyle's current research focuses on how industrial heritage sites use digital technologies to engage and educate visitors. In addition to his research activities, Kyle is employed as an intern at the Western Mining Museum in Colorado Springs, Colo.

Congratulations to our 2024 travel scholarship recipients!

Dan Trepal

2024 SIA Student Scholarship recipients (left to right): Daria Jagiello, William Dunsmore, James Juip, Larrisa Juip, and Kyle Parker McGlynn.

Minutes of the SIA's 53rd Annual Business Meeting May 18, 2024

President Arron Kotlensky called the Annual Business Meeting to order at 12:49 p.m. CDT in the Royal Sonesta Downtown Hotel, Minneapolis, Minn. He thanked the organizations that helped to sponsor the conference: Mead & Hunt, Quivik Consulting Historian, the Great Northern Chapter of the SIA, and the Minneapolis Central Library. He went on to thank Fred Quivik and his organizing committee for making this conference possible.

Secretary's Report. Secretary James Bouchard stated that the minutes of the previous year's Annual Business Meeting were published in *SIAN* Vol. 52, No. 3 (Summer 2023). He asked for amendments or corrections; none were forthcoming.

President Kotlensky called for a motion to approve the 2023 Annual Business Meeting minutes as published. Erik Nordbert moved, Lynn Rakos seconded the motion, and it passed unanimously.

Treasurer's Report. Treasurer Nanci Batchelor read her report as she has since 1987 or 1988:

"The Society maintains its books and records on a cash basis and a calendar year for tax and reporting purposes. SIA is classified as tax-exempt under the IRS Code 501(c) (3) as an educational organization, and we file a Form 990 tax return yearly. The Society maintains its books and records on a cash basis and on a calendar year basis for tax and reporting purposes. The following report is for the year that ended Dec. 31, 2023.

We began 2023 with a total fund balance of $317,740. Cash receipts for the year totaled $68,378. Most of our annual income comes from membership dues. In 2023, the total dues received were $42,575. The remaining balance is made up of interest income, contributions to both the general and restricted funds, publication sales, and excess proceeds from tours and conferences. The Society members continue to be very generous, and the total contributions to the various funds were $10,820 in 2023.

Total expenses for the year were $68,376. The production costs of our publications were $14,208. $45,589 went towards labor, postage was $1,405, and insurance, prizes, and awards were $1,484. We awarded one scholarship for $1,000 in 2023. Office overhead and a few miscellaneous items made up the balance.

The Society closed 2023 with excess revenue over expenses of $2. The total fund balance was $320,082, of which $59,841 is in restricted funds.

Through March 2024, the Society has had a total of $27,865 in cash receipts and has spent $13,971."

If anyone has any questions regarding the Society's financial data, please feel free to contact her.

Bylaw Modification. Notice of this Bylaw modification was given in *SIAN* Vol. 53, No. 1 (Winter 2024) within 90 days of it being adopted by the Board of Directors on Feb. 3, 2024, as required by Bylaw Article XI.

Moved by Tim Tumberg, seconded by Christopher Marston, and carried unanimously that the following text is to be inserted in the Bylaws after Section 10.2:

Section 10.03. Special Interest Groups.

A Special Interest Group (SIG) is a group of Society members focused on a specific interest or on some other basis.

Establishment. The Board may establish a Special Interest Group by majority vote based on a petition of a minimum of twelve (12) members in good standing of the Society. The petition shall include proposed Bylaws outlining the purpose, organization, and proposed activities of the Special Interest Group for approval by the Board.

Membership Relationships. A SIG member must be a member of the Society.

SIG Membership Categories: A SIG can decide to have different classes of membership for itself with the approval of the Board.

Activities. A SIG shall maintain some level of activity. Appropriate signs of activity might include, but shall not be restricted to, gatherings at SIA's Annual Meeting, regular talks and presentations, mini-conferences, maintenance of a discussion list, maintaining a website, or publication of a newsletter.

An annual report of activities shall be sent to the President during the month of January. SIGs that fail to maintain the minimum schedule of meetings or to submit an annual report shall be considered to be suspended. The board may consider a request from members of the SIG to restart a suspended SIG.

SIG Funds. The SIA Treasurer shall manage the funds of all SIGs. When a SIG committee notifies the Treasurer of an expenditure using SIG funds, the Treasurer shall disburse the funds in an appropriate manner.

Headquarters Report. SIA Headquarters manager Daniel Schneider reported on 2024 SIA membership, which has increased modestly since last year (from 771 members to 792 members), though membership growth has remained basically stagnant over the past few years. Schneider said that we have seen more new members than usual in the months leading up to the conference. Some of this can be attributed to new initiatives such as Tony Meadow's Iron & Steel Heritage Forum and a new chapter forming in Chicago. Schneider emphasized that these sorts of efforts are effective and beneficial ways to inject new energy into the organization.

Schneider also reported on SIA's recent adoption of a membership management system, NeonOne, which will be up and running by the middle of the summer. This will change and, it is hoped, streamline headquarters workflows and improve membership renewal and event registration processes. It will also provide an enhanced measure of con-

(continued on page 16)

SOCIETY FOR INDUSTRIAL ARCHEOLOGY
NEWSLETTER

PUBLICATIONS OF INTEREST

Vol. 53, No. 3 Summer 2024

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 latest issue of **Albemarle** (Aug./Sept. 2024), a magazine of Central Virginia, has several articles of IA interest: *Food & Drink: The Enduring Excellence of the C&O Restaurant* (pp. 33–34) repeats the claim that the restaurant building was a former railroad bunkhouse; *Taking Flight: The Many Lives of Milton Airfield* (pp. 34–37) outlines the history of a pioneering (pre-WWII) commercial airfield; *Riding the Rails: Nostalgia, Food, & Scenery Await Train Passengers* (pp. 38–43) presents information on the history and operations of the Virginia Scenic Ry., said to be Virginia's only regularly scheduled tourist train; and *Tunneling Through Time* (pp. 44–47) recaps the history of the pre-Civil War Blue Ridge Tunnel (now a popular hiking trail). Additionally, the *Local Life: Building a Bridge* column on p. 15 offers a good photo of the Chesapeake & Ohio RR coaling tower just east of the new Avon St. Bridge. Two other articles, *Fill 'Er Up!: Vintage Gas Stations Fuel Memories* (pp. 48–51) and *Crafting the Ultimate Garage for Classic Cars* (pp. 52–55), feature IA interest as well.
- John Lovett. **Falls Mill Winds Up 150th Anniversary Year**. *OMN* (Fall 2023), pp. 14–15. Historic site with regular programming near Belvidere, Tenn., includes operating mill of 1873, which began as a cotton and woolen factory, later converted to use as a cotton gin, then as a woodworking shop and gristmill. Article describes current operation and interpretation. Info: *www.fallsmill.com*.
- Amy Crawford. **Wild North**. *Nature Conservancy Magazine* (Issue 2, 2024), pp. 24–35. Feature article on the sale and stewardship of 32,000 acres of forestland in Michigan's Keweenaw Peninsula. The area has a long history in the copper and timber industries, including the Quincy Mine, now a tourist attraction. An interesting take on "bad" aspects of industrial heritage, mining, and lumbering, being mitigated by new conservation interests and tourism under the aegis of local ownership and protection vs the former corporate interests.
- **TICCIH Bulletin No. 103** (1st Quarter, 2024) includes Miles Oglethorpe, *Poles Host a Magnetic Meeting in Katowice*; Julián Sobrino and Marion Steiner, *Update on the TICCIH Mapapi Project: Collaborative Mapping of Industrial Heritage in Latin America and the Caribbean*; Belem Oviedo Gámez, *TICCIH Mexico—Seventeen Years Working for the Sake of Industrial Heritage*; Humberto Morales, *Call for Papers: Next CMCPI Conference in Mexico City (Hybrid) in April 2024*; Francesco Antoniol, *TICCIH's Working Group on Industrial Archives*; Miles Oglethorpe, *Notes from the Third Meeting Held to Discuss the Creation of TICCIH Europe*; Barbara Berger, *Gas: Working Together*; Bart Vanacker, *New Editor at the TICCIH Bulletin*; Irem Ince Keller, *Interview: Talking on Istanbul's Industrial Heritage with Prof. Stefan Berger*; Diellza Jëlliqi, *Visit Trepça Initiative*; Hsiao-Wei Lin, *Finding Ways: The Establishment of Taiwan's Cultural Route of Industrial Heritage*; Martin E. Uhlig, *The Lake Constance Steamship* 'Seantis,' *Sunk in 1933, Is to Be Salvaged*; Francesco Antoniol, Michela Biancardi, and Lidia Giusto, *Trattopunto: Italian Industrial Tourism Network*; Ana Pía Recavarren, *Memory of Stone: Heritage of the Mining Past*; Marion Steiner and Pamela Fuentes, *Glocal Historiographies and Critical Industrial Heritage: Striving for a Multidimensional Heritagization of the El Sauce y la Luz Hydroelectric Complex in Valparaíso*; book reviews: *The Soho Manufactory, Mint and Foundry, West Midlands: Where Boulton, Watt and Murdoch Made History*, by George Demidowicz, reviewed by James Douet; *Paysages du Fer*, by Jean Goedert, Antoinette Lorang, and Luciano Paggliarini, reviewed by Patrick Viaene; *Bernd & Hilla Becher*, by J.L. Rosenheim, ed., reviewed by Massimo Preite; and a conference report: Paul Boutsen, *Just Transition Fund in Washington D.C.*

AERONAUTICS & AEROSPACE

- S.C. Gwynne. **His Majesty's Airship: The Life and Tragic Death of the World's Largest Flying Machine**. Simon and Schuster, 2023. 299 pp., 16 pp. of b&w illus. $32 hardcover, $18.99 paperback. The British airship R101 was the largest aircraft ever to have flown. It was intended to be the flagship of a fleet of airships linking England with far-flung reaches of the Empire. Its construction stretched the technology of the 1920s. Many of those involved in the project questioned whether such a large passenger airship was inherently flawed, but huge amounts of British government funds were expended, and construction was completed in 1930. The airship crashed on its maiden voyage, killing almost all on board and ending any widespread interest in further airship development.

WATER TRANSPORT

- Hannah Farber. **Underwriters of the United States, How Insurance Shaped the American Founding** (Univ. of N.C. Pr., 2021). 352 pp. $34.95. Traces how maritime insurers helped the U.S. negotiate foreign loans, sell state debts, and establish a single national bank, playing a critical role in securing independence and creating a new national government. They

leveraged their expertise and influence to preserve their autonomy and authority through extensive involvement in the formation of U.S. commercial law.

Bridges

- **Covered Bridge Topics,** Vol. 81, No. 4 (Fall 2023) contains a rundown of vintage photographs and summary histories of 30 covered bridges in northern Vt., each a stop in the National Society for the Preservation of Covered Bridges' fall safari.
- Ronald G. Knapp and Terry E. Miller. **Theodore Burr and the Bridging of Early America: The Man, Fellow Bridge Builders, and Their Forgotten Timber Spans.** AMZ Publishing Pros, 2023. 562 pp. Billed as the "first full study" of Burr, this book narrates the significant role of arguably America's most prominent bridge builder of the first two decades of the 19th c. The book is divided into three parts: an introduction to Burr and his family, Burr's bridges with individual chapters devoted to the more significant ones, and Burr's legacy and use of the Burr arch-truss after his death in 1822.
- Gregory Lucier. **Lessons from Dr. Paul Zia**. *ASPIRE* (Winter 2024), pp. 50–51. Zia (1926–2023), a Chinese-trained engineer, immigrated to the U.S. in 1949 and quickly became prominent in the early years of a brand-new American prestressed-concrete industry. After implementing some of the nation's earliest prestressed-concrete bridge projects in Florida during the 1950s, he joined the engineering faculty at N.C. State Univ. becoming one of the nation's most respected teachers and researchers in the area of precast and prestressed concrete.
- Monica Schultes. **Structural Technologies, Encompass More Than Concrete Repair.** *ASPIRE* (Winter 2024), pp. 6–9. Peter Emmons founded Structural Preservation Systems in Maryland in 1974 and grew the firm now known as Structural Technologies on an expertise repairing and maintaining concrete, principally in bridge applications. This article profiles the company's history and current operations supplying post-tensioning systems, seismic retrofitting, and supplying traveling forms.
- Scott J. Wagner. **Epsom, New Hampshire's Lost Covered Bridge: A Look at the Short Falls Bridge** and **Covered Bridges Near Epsom, New Hampshire.** *CBT* (Summer 2024), pp. 3–16. This issue presents detailed research and illustrations of the Short Falls Bridge, a Town-lattice truss built in 1830–31 and in use as a crossing of the Suncook River until being replaced in 1950. Historical data also provided on Mary's Bridge, Barnstead Bridge, Suncook Railroad Bridge (an unusual Town-lattice deck truss), the Osgood (Turnpike) Bridge and Main Street Bridge.

Agriculture & Food Processing

- Charles D. Hockensmith. **The Glade Creek Grist Mill, Fayette County, West Virginia**. *OMN* (Fall 2023), pp. 16–18. Background and hints on visiting a photogenic waterpower mill in Babcock State Park, not far from Beckley. The operational mill is built from salvaged materials of 19th-c. mills, combined to create a museum that receives about 4,200 visitors per year. The author notes that though the mill is a composite of three mills situated on a new site, it is still "a wonderful educational tool."
- Tracey Pemberton and Mike Elmore. **Manning's, the First Coffee Empire to Emerge from Seattle.** *SCA Journal* (Fall 2023), pp. 8–13. Edward and William Manning began selling coffee at Seattle's Pike Place Market in 1908, beating Starbucks by 63 years. Manning's grew from a single coffee stand to a West Coast chain with dozens of restaurants and coffee shops at its height in the 1960s. Manning's coffee eventually became a staple brand sold in grocery stores. Manning's also established a division providing institutional food services to hospitals and nursing homes, a business that was eventually folded into Sysco after Manning's sold off the business in 1984. This article focuses on the signage, billboards, and architecture that Manning's used to promote its products and brand.

Buildings & Structures

- Joseph Anastasio. **Brooklyn Navy Yard: Beyond The Wall**. Self-published, May 2024. Avail.: *www.amazon.com*. $30. 112 pp. Illus. Told as a series of adventure stories from an urban explorer's perspective, reveals what lies behind the walls of the Brooklyn Navy Yard (SIA tour site 2002), now an industrial park but with a shipbuilding history that goes back to the 1790s.
- Zoya Brumberg. **Washrooms & Waterfalls, The Pleasure Architecture of the Madonna Inn's Bathrooms**. *SCA Journal* (Fall 2023), pp. 14–19. Constructed in 1958 and rebuilt in 1967, the Madonna Inn on the edge of San Luis Obispo, Calif. is at the intersection of three main highways (Routes 1, 5, and 101). It has a reputation as a "must-see" pitstop with its European tavern-style bar, stained-glass windows, and hand-carved oak benches upholstered in pink patent leather, designed by the husband-wife team of Alex and Phyllis Madonna. This article describes the history behind the exotic architecture, which also includes themed hotel rooms, one outfitted as the "caveman's room," and a public toilet that has a urinal that doubles as a rock-covered waterfall.
- Ulriche Frisse. **Concrete Reinforcing Steel Institute Reflects on a Century of Impact as the Institute Turns 100.** *ASPIRE* (Winter 2024), pp. 32–33. CRSI formed in 1924 as a trade association representing the interests of manufacturers of billet-steel reinforcing bars. This brief article mentions CRSI's many accomplishments from standardizing grades and sizes of reinforcing bars to establishing building code requirements.
- Steven Litt. **Vacant Factory That Built Hulett Ore Unloaders Purchased by Cleveland's New $50M Site Readiness Fund**. *Cleveland.com* (Apr. 22, 2024). *www.cleveland.com/news/2024/04/*. A 10-acre property in Cleveland's Central neighborhood that includes the 183,000-sq.-ft. Wellman-

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With Thanks.

Seaver-Morgan factory, where massive Hulett ore unloading cranes were made more than a century ago, was acquired by the city's Site Readiness for Good Jobs Fund. The fund will conduct an engineering and marketing study to explore new uses that could include food, microelectronics, energy, vehicle manufacturing, or other businesses. Includes photo gallery and video of the abandoned factory building.

- Erin Murphy. **Four New Mexico Motels on Route 66 Now Filled with New Purpose as Affordable Housing.** *SCA Journal* (Fall 2023), pp. 20–25. Four historic motels, dating from the 1940s and 1950s, are successful examples of adaptive reuse making use of combinations of historic tax credits, sustainable tax credits, federal low-income housing tax credits, LEED certification, grants, and loans.
- Debra Jane Seltzer. **Mortar, Pestle and Beaker Signs**. *SCA Journal* (Fall 2023), pp. 34–37. A variety of 20th-c. signs from across the U.S. advertise pharmacies and compounding services.
- Douglas Towne. **Gas, Food & Lodging: Fuel for Bertrand Goldberg's Futuristic Architecture**. *SCA Journal* (Fall 2023), pp. 2–7. The Chicago architect is perhaps best known for the mid-1960s Marina City, the twin 62-story circular towers with a spiral parking ramp exposed on the first 20 stories. His career began, however, with small commercial structures. Featured in this article are his Clark Maple Gas Station of 1938, a glass-enclosed and neon-capped service station that required a minimal foundation, and the North Pole Ice Cream stand, also of 1938, a portable building that could be moved north and south as the seasons changed.

Power Generation

- **Windmillers' Gazette**, Vol. 43, No. 2 (Spring 2024) includes T. Lindsay Baker, *The Norton All Steel Windmill*; Christopher Gillis, *Restoring a Norton All Steel Windmill*; Norman H. Marks, *Windmill License Plates*; *A Tribute: Francis J. "Joe" Harper, 1936–2024*; Mike Brigolin, *Understanding Molds for Cast Iron Windmill Parts*; and books and ads. Avail.: $20/yr., published quarterly. Christopher Gillis, Editor, P.O. Box 788, Buckeystown, MD, 21717; *www.windmillersgazette.org*.

Misc. Industries

- Jaap Harskamp. **Brooklyn's Little Staffordshire: Pottery & Chain Migration**. *New York Almanack* (July 6, 2024). *www.newyorkalmanack.com/2024/07/*. A brief history of the early pottery industry and its emigration to the U.S., and Brooklyn, N.Y. in particular. By the late 19th c., at least a dozen potteries were operating in Greenpoint, at the northern end of Brooklyn. As a case of "chain migration," with later immigrants from one area following earlier settlers from the same area, the town earned the nickname "Little Staffordshire."

Abbreviation

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
OMN	= *Old Mill News*, published by the Society for the Preservation of Old Mills (SPOOM)
SCA	= Society for Commercial Archeology
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*.

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*.

2024 DeLony Industrial Heritage Preservation Grant Recipients

The SIA's DeLony Industrial Heritage Preservation Grants are awarded to nonprofit organizations and qualified individuals for the study, documentation, recordation, or preservation of significant historic industrial sites, structures, and objects. Since 2004, the Society has awarded more than 40 grants to support projects in 16 states in amounts ranging from $1,000 to $3,000. In 2018, the program was renamed to honor former HAER chief and long-time SIA member, Eric DeLony.

SIA awarded three $2,000 grants in 2024:

Friends of the Pumphouse, Richmond, Va., for a virtual reality-based interpretation of the Byrd Park Pump House (tour site—2018 Annual Conference, Richmond) that will provide an immersive interpretation of water and steam-powered machinery that delivered water and electricity to the city of Richmond from 1883 to 1924, using 3D computer models developed by students at Virginia Commonwealth Univ.

Tooele City, Utah, toward restoration of Engine 11 and a caboose, now exhibited at the Tooele Valley Museum & Historical Park. These pieces of rolling stock were originally used to transport people and material to and from the International Smelting & Refining Co. smelter through the streets of Tooele to connections with the Union Pacific and Western Pacific RRs.

Mary Scherbatskoy, Crook's Mills, Westminster, Vt., to survey and prepare a detailed map of the remains of Crook's Mills, a rural water-powered industrial hamlet with saw, grist, and textile mills, a distillery, tavern, and workers' housing that thrived from the late 1700s until the 1850s before being abandoned to grazing and second-growth forest.

This year's selection committee included Suzanne Wray, Duncan Hay, and Paul White, with support from Daniel Schneider at SIA Headquarters. For more information about the grant program and application forms: *www.sia-web.org/activities/preservation-grants/*. Applications are due by March 1 each year.

Iron and Steel Heritage Forum Moves Another Step Towards Formation

The proposed changes to the SIA's bylaws allowing the formation of Special Interest Groups (SIGs) was approved unanimously at the annual business meeting during the conference. The nascent Iron and Steel Heritage Forum (ISHF) is another step closer to coming into existence. The board needs to decide on the process for approving the formation of SIGs, probably including some bylaws proposed for the SIG, and then the board can vote on the formation of the Iron and Steel Heritage Forum. My hope is that this process can be completed before the end of year.

Until then we have the permission of the board to begin our activities. We are having monthly zoom presentations on iron and steel related topics for anyone interested in iron and steel.

How can you find out about them? For now, the only way to hear about events and participate in the growing community of people and organizations interested in iron and steel is to join the informal ISHF mailing list: send an email to *Iron-Steel-SIG+subscribe@groups.io*.

For questions or comments about ISHF contact me at 510-334-8161 or *tmeadow@ferrumwest.com*.

Tony Meadow

Dave Vago

Most of the ISHF speakers at the SIA Annual Conference (left to right): Linda Hickey (Bell Island Mine #2), Teresita "Teddy" McCarthy (Bell Island Mine #2), Gary Vidlund (Cliffs Shaft Mine Museum), Kirsten Paine (Rivers of Steel), Christopher Gleason (Cliffs Shaft Mine Museum), Victoria Miller (Steelworks Center of the West), Bob Bilheimer (Industrial Archives & Library), Tony Meadow (Iron and Steel Heritage Forum!), Ty Malugani (Sloss Furnaces), James Kippola (Cliffs Shaft Mine Museum), Nicholas Zmijewski (Industrial Archives & Library), Mike Piersa (National Museum of Industrial History). Missing: Rick Rowlands (Youngstown Steel Heritage).

IA EXHIBITS

Cold War Scotland is on exhibit at the National Museum of Scotland until Jan. 26, 2025. Scotland's unique landscape provided a useful base for Allied military preparations and research during the Cold War. The impact of the war still lingers in Scottish politics, culture, and memory. Scots played an active role in the global conflict as soldiers within intelligence services and as part of voluntary civil defenses. The exhibition draws on Scotland's rich history of Cold War-era protest and activism. It is an output of Materialising the Cold War, a collaborative research project between National Museums Scotland and the University of Stirling, which explores how the Cold War heritage is represented and how museums can adapt to tell this story in future. Info: *www.nms.ac.uk*. Rev.: *The Past*, Sept. 7, 2024 (*the-past.com/review/museum/cold-war-scotland/*).

Sèvres Extraordinaire! Sculpture from 1740 until Today, on view at the Bard Graduate Center Gallery (New York, N.Y.) through Jan. 5, 2025, presents the history of the Sèvres Manufactory and its production of extraordinary sculptural objects in various ceramic pastes. The exhibition is the first outside of France to highlight the production of sculpture made at the famed porcelain manufactory. From extravagant Rococo to restrained Neoclassical, from romantic, neo-Gothic inventions to the elegant curves of the Art Nouveau or the geometries of the Art Deco, and in partnership with artists associated with Surrealism, Abstract Expressionism, and Pop art, Sèvres has continually pushed the boundaries of ceramic production. Info: *www.bgc.bard.edu*. ■

Correction

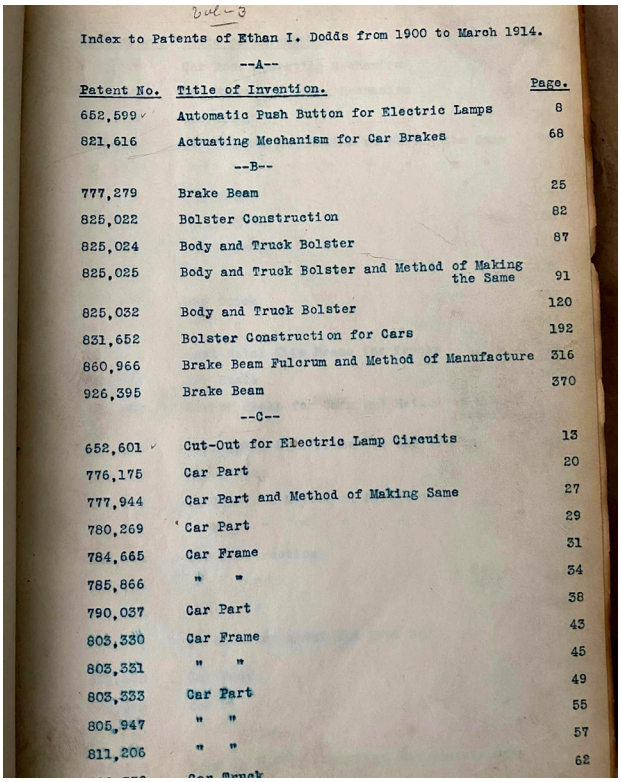
The article "Major Renovations Near Completion at Burden Iron Works Museum" (*SIAN* Vol. 53, No. 2, 2024) should have stated that the presentation on the long history of renovations to the museum was given at the 2019 SIA Annual Conference in Chicago (rather than the 2018 Annual Conference).

Ethan I. Dodds
A Treasure Trove of Industrial History Now Open for Public Research

A journey just off the tracks of the former Erie RR in Central Valley, N.Y. leads the curious eye to a dilapidated concrete shed. A look at its weathered walls and overgrown driveway does little to reveal its use by a marvel of the early-20th-c. industrial age: Ethan Ira Dodds, an inventor of countless railroad-related features, such as a passenger car vestibule, early air brake designs, corrugated freight car bodies, and more. Recently, some good fortune has gone a long way in uncovering the neglected history of this inventor— the Woodbury Historical Society has received a large collection of industrial records and artifacts from the family of Ethan Dodds.

Born in 1872, Dodds had a rigorous childhood in Pennsylvania's coal mines before landing a job with Westinghouse Works at the age of 17. Seen only as a "helper," George Westinghouse's thoughts changed when the young Dodds took the conceptual idea of a forging mold for machinery and immediately sketched a detailed plan. Proving himself capable of turning ideas into tangible results, Dodds's subsequent employment with the Pullman Co. and Erie RR saw his inventions of a portable pneumatic tool (1914), a powered circular saw (1914), and a cold light (1917).

(continued on page 23)



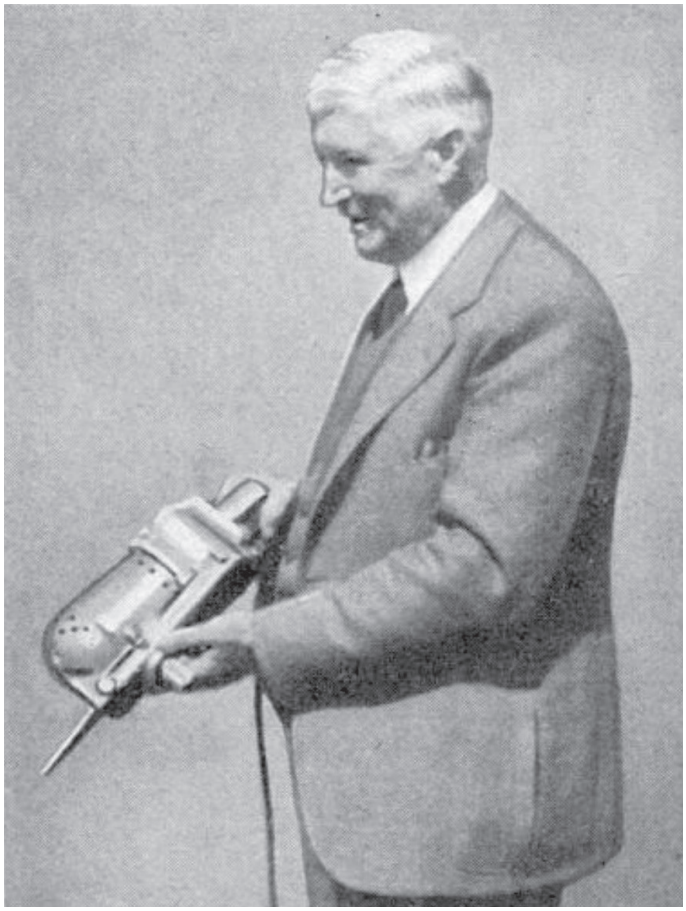
Index to Patents of Ethan I. Dodds from 1900 to March 1914.

--A--

Patent No.	Title of Invention.	Page.
652,599	Automatic Push Button for Electric Lamps	8
821,616	Actuating Mechanism for Car Brakes	68
	--B--	
777,279	Brake Beam	25
825,022	Bolster Construction	82
825,024	Body and Truck Bolster	87
825,025	Body and Truck Bolster and Method of Making the Same	91
825,032	Body and Truck Bolster	120
831,652	Bolster Construction for Cars	192
860,966	Brake Beam Fulcrum and Method of Manufacture	316
926,395	Brake Beam	370
	--C--	
652,601	Cut-Out for Electric Lamp Circuits	13
776,175	Car Part	20
777,944	Car Part and Method of Making Same	27
780,269	Car Part	29
784,665	Car Frame	31
785,866	" "	34
790,037	Car Part	38
803,330	Car Frame	43
803,331	" "	45
803,333	Car Part	49
805,947	" "	55
811,206	" "	57
	Car Truck	62

All images: Woodbury Historical Society, Highland Mills, N.Y.

Among the materials from Ethan Dodds donated to the Woodbury Historical Society include bound books of many of his patents.



Ethan I. Dodds with a portable electric handsaw, one of his best-known inventions.

Perhaps the most exciting item donated to the Woodbury Historical Society was this prototype of a hand-held electric saw patented by Dodds, similar to the model he is pictured with above.

Colin Batchelor

Tony Meadow discusses the new Iron and Steel Heritage Forum.

nectivity between SIA members. Schneider proposed holding an orientation session for members via Zoom in the fall before the 2025 membership renewal cycle.

Executive Secretary Steve Walton presented his report: As for the Executive Secretary's report, I'd like to say this is my last one. Not because I'm stepping away, but because we have realized that there's no function for the Executive Secretary now that Dan is salaried. Also, with various potential changes on how to run the organization structurally, this position may evolve or change, so for the next while, it will be rolled into the Headquarters report.

The only content that I wish to mention here relates to the slide collection that Robert Vogel donated to Michigan Tech a number of years ago. You may know that there was a website for the collection, but the software aged out and wasn't working anymore. Through the kindness of the campus archives, which was rebuilding its own image database, it rebuilt ours on the same platform. Therefore, you can once again find the Robert Vogel slide collection at *indarch.mtu.edu*. It's beautiful and lovely, and hopefully in the next year or so we'll start adding more scanned slides to it.

The other news from Headquarters is that we now have five new lovely Vogel Prize plaques (made by yours truly) ready for future awards. You can see that we have the no peeking rule here [gestures to label obscuring winner's name] and the person who is about to win this is in the room but does not know it yet. Hold on for that in a few minutes.

IA Journal. Editor Steve Walton reported: First off, thank you to everyone who's put up with my editorial paralysis. There are many reasons, but everything that has been holding me back that is outside SIA is ending soon. Now I can get back to this, and I owe some of you emails, and I will get them to you shortly.

The Vogel Prize issue is done and will go out momentarily.

The next single issue, which has three main articles—one on copper mining in Nevada, one on Samuel Colt and Coltsville, and one on the Cornish engine in America—should go to press by the end of June. Then I think that we can get a third issue out on copper and brass and completely blow a hole in this year's budget by publishing these three issues that have been stalled.

Second, however, even before I was back on track, I knew that I was going to try to end my time as editor. Michigan Tech is changing its GenEd system, and I suspect that we faculty are going to get clobbered by that for other reasons. So, I will end my term as editor in 2025. Therefore, you may have noticed that there has been a call for a new editor in the last two newsletters. The problem is that there have been no inquiries yet. So now we have to go on the offensive.

The one thing for which I'm going to push pretty hard is that we need to move the journal to a commercial press. Could be not-for-profit or for profit. But we are not visible enough. We are not in the usual straightforward search engines. People go to JSTOR for old content, not new content. Some people have told me that because we are self-published, they don't want to publish with us because they need things like h-factors and g-factors and impact factors. This is a transition that I think needs to and will happen in the next two years or so.

Because as I have had to say year on year, we don't get enough material coming in. I really want to bend all of your arms: *please* turn your presentations that you're giving here into papers and submit them to IA. I've been in two sessions, and I've already seen three papers that would make perfect articles, but you need to turn them into articles and get them to me.

Here, I will also add this thought: This may be the good time to do a sort of reset and expansion into what I mentioned last year, namely industrial heritage (IH). IH must not and does not exclude IA, but it will broaden our scope. The other thing I would mention is that if you have an interest in this, look at the Google Ngram for the relative use of the term industrial archeology versus industrial heritage. Since the 1980s, industrial archeology as a term has gone like this [hand indication of declining line], and industrial heritage has gone like that [hand indication of the opposite, inclining line]. IH is now the term that IA is falling under, and that's how it will be found.

In other news, I'm happy to report that our annual payment from JSTOR is just a few dollars short of $4,000. Hav-

(continued on page 22)

CHAPTER NEWS

On July 11, members of **Northern Ohio** (NOCSIA) boarded the cruise ship *Goodtime III*, for a tour of the Cuyahoga River and Lake Erie shore. The Cuyahoga Soil and Water Conservation District sponsored the cruise to celebrate the county agency's 75th anniversary, and some 200 local activists attended the event. Participants were able to get a new perspective on Cleveland's waterfront commercial, residential, and recreational development, which represents a sharp departure from the city's industrial past.

Ron Petrie

Jim Bartolata

Some members of the Northern Ohio chapter enjoy perfect weather for inspecting Cleveland's waterfront.

Oliver Evans gathered at the Parkway Central Library in Philadelphia on May 8 for a presentation by Patrick Harshbarger [SIA] on the Camden & Amboy RR at South Amboy, N.J. On behalf of the City of South Amboy, N.J., Patrick and his colleagues at Hunter Research, Inc. have been researching the abandoned terminal and rail yard facilities of the Camden & Amboy RR (later Pennsylvania RR). The investigations have been taking place in tandem with planning for a new intermodal ferry terminal to connect South Amboy and New York City. Archival research and archeological investigations have turned up many interesting facts and remnant features, including the floor and foundation of a mid-19th-c. turntable, hundreds of stone sleepers, and the use of a natural sand spit as the approach to the Camden and Amboy's first wharf extending into Raritan Bay. A recording of the presentation is available on the library's Facebook page: *https://www.facebook.com/HistoryFLP/videos/*.

Southern New England (SNEC) held a Spring tour on Apr. 18. The event began with a visit to Historic Henry Perkins Foundry in Bridgewater, Mass. An early morning tour was arranged so that members could see iron being poured. The Perkins Foundry has been making cast iron products since 1848, first for cotton gins and piano plates. Currently the fifth generation of the Perkins family runs the foundry. They make cast iron and other metals for pieces that range in size from one to 4,000 lbs. After the foundry visit, David Moore, of the Bridgewater Historical Commission, led a tour of the Stanley Iron Works Park, the former site of Bridgewater Iron Works. ■

GENERAL TOOLS AWARD *(continued from page 5)*

American Integrated Steelworks" (*IA*, Vol. 10, No. 1, 1984). As Gordon shared: Recording what appeared to be the ruins of yet another stone blast furnace in Roxbury, Conn., Mike uncovered the site of one of the earliest, successful attempts at making crucible steel in the U.S. Exploration of the Mine Hill furnace site quickly showed Mike that this was just one part of a large industrial complex that included an underground mine, ore preparation and roasting facilities, crucible furnace foundations, and traces of a rolling mill. As a result of Mike's documentation, the Roxbury Land Trust was able to create a large town preserve with the industrial archeology interpreted for visitors, and with a network of hiking trails.

Throughout his career, Mike Raber has demonstrated excellence in his field work, excavation skills, and archival research, and his development of informative tours and creative signage for site interpretation. He's shown a willingness to take physical risks—in buried raceways, among operating machines, in bucket hoists, and on the crests of dams. His dedication to industrial archeology is genuine and long lasting and enriches our cultural heritage now and will do so for decades to come. It's my honor to announce the winner of the Society for Industrial Archeology's General Tools Award for 2024: Mike Raber.

Prepared by Patrick Malone, with assistance from Robert Gordon and read by Christopher Marston

The General Tools Award was established in 1992 through the generosity of Gerald Weinstein [SIA], chairman emeritus of the board of General Tools Mfg., Inc. and the Abraham and Lillian Rosenberg Foundation. The Rosenbergs founded General Hardware, the predecessor to General Tools. The award consists of an engraved sculpture ("The Plumb Bob") and a cash prize. The recipient of the award is determined by the members of the General Tools Award committee, appointed by the President of the SIA, who serve three-year overlapping terms.

The General Tools Award is the highest honor that the SIA can bestow. The award recognizes individuals who have given sustained, distinguished service to the cause of industrial archeology. Criteria for selection are as follows: (1) The recipient must have given noteworthy, beyond-the-call-of-duty service, over an extended period of time, to the cause of industrial archeology. (2) The type of service for which the recipient is recognized is unspecified, but must be for other than academic publication. (3) It is desirable but not required that the recipient be, or previously have been, a member of the SIA. (4) The award may be made only to living individuals.

featuring the 1883 James J. Hill Stone Arch Bridge over the Mississippi. At the MEP, we viewed one of the old, brick-lined steam tunnels, much narrower and with a lower ceiling than the newer tunnels.

After lunch at Boom Island Park, we next visited **Bell Mfg**. Dwain Bell started the company in 1965 for making radiator enclosures and custom sheet-metal products. Today, it is run by his children, Jim and Judy Bell. The firm moved to its present facility in 2016 and employs about 120 people (in two shifts) in the cutting, shaping, welding, and finishing of steel and aluminum for custom orders. Bell's current largest customer is the nationwide furniture brand Room & Board. Together Judy and Jim gave us a personable and detailed tour. We saw welding, drilling, and milling of parts; operation of a fiber-optic laser cutter; steps in the finishing process including hanging, powder coat application, the drying oven, and cooling tunnel; and wrapping and shipping, where about 10 semi-trailers per week are loaded.

The last stop was **Minnesota Water Works, Fridley Plant**. The City of Minneapolis operates the 72-acre facility on the east bank of the Mississippi, the city's only water source. The visit began with a presentation on the water works' history. Beginning in 1872, the city built a series of pumping plants, first primarily for firefighting in the Mill District, and later for commercial and residential use. In response to typhoid epidemics in the early 20th c., the city began adding chlorine to the water in 1910 and completed the first water purification plant in Columbia Heights in 1913. The Fridley filtration plant and Pump Station No. 5 opened in 1927, and since then have been the main suppliers of water to the city with several expansions, such as the lime softening plant added in 1940. We viewed a chemical treatment room and lime slaking room before walking through a large area where basins held blue-green water undergoing a chemical softening process. In the next room, we viewed two rows of massive water pumps in action, with a sign on the railing stating that they pump 20 million gallons per day.

Friday Tour 2: Faribault Industries. Being nearly an hour south of Minneapolis, the bus taking us to Faribault, with Fred Quivik as guide, made a pit stop just outside the city in Eagan, a suburb. This stop could have been called a potty break—we pulled over at the **Seneca Wastewater Treatment Plant** for a tour led by its director. If morning coffees weren't enough to wake up the tour members, the smell of the wastewater pummeling into their noses certainly was!

The tour began with an introduction to the facility and explanation of the process of water treatment. The Seneca Wastewater Treatment Plant serves several suburbs of the Twin Cities, accounting for nearly a quarter million people. Unlike some treatment plants which purify water and recycle it to be potable, the Seneca plant does not. Instead, the plant removes the toxins in the water to make it safe to discharge into the river. The plant's service is necessary for the neighborhoods, but it is also vitally important for the ecological health of the river. If the water is not treated properly, it could cause devastating effects on the environment. We then saw (and smelled) the stages of treatment. The impressive machinery and large pools of foul water are testaments to the infrastructure that keeps our cities and towns functioning.

We continued to Faribault, leaving the urban landscape of the Twin Cities and entering the rural fields of southeastern Minnesota. We arrived at a large but unassuming factory building. **Daikin**, a Japanese-based, industrial air conditioning manufacturer, has set up several plants in Minnesota, where its North American headquarters is located. We visited the Fairbualt North facility (Daikin has two plants in Faribault), entering a cozy modern lobby decorated with large air conditioners set up as display pieces. After a talk about the company's products and core values, company representatives instructed us to put on safety glasses and led us into the manufacturing area. There we saw all stages of the production process for large, commercial, rooftop air-condi-

John Reap

Northrup King Building basement. Columns in the building vary in appearance, depending on floor-to-floor height and other factors. Basement columns were built on plinths of one or two steps to reduce bearing pressure.

Charlene Roise

SIAers discuss a chassis at the Metro Transit facility.

tioning units, progressing from sheet metal to gargantuan finished units. We learned that each air conditioner is specifically designed to fit the needs of the structure in which it will serve.

Daikin was buzzing with workers assembling and passing from station to station both small and large components that make up the final product. This process begins at the front of the factory, and as we progressed towards the back of the factory, the units were closer to being complete and ready to be shipped out. One interesting feature of Daikin's process is that all joints in the copper tubing used in the AC units (and they use a *lot* of copper tubing) had been manually brazed by skilled workers, rather than being brazed by an automated process. At the tour's conclusion, we had time to look at the display units in the lobby. These units, which at a passing glance look like some sort of storage container, are massive and impressive feats of engineering.

After lunch, our next stop was the **Faribault Woolen Mill** along the Cannon River. The visit started with a presentation about the history of the mill from its founding in 1865 to present. During WWII, Faribault was commissioned to produce blankets for the U.S. Army. They had some of these blankets on display, which felt truly inspiring. Faribault Woolen Mill is one of only two mills still producing wool blankets in the U.S., the other being Pendleton Woolen Mills in Oregon. We saw all stages of production, from the raw wool being washed, to dyeing, spinning it into yarn, and weaving to make the fabric. Century-old machinery is still used side-by-side with newer technology. We visited on an off day, so the machines sat quiet, though with work in progress, so we were able to see what each step entailed.

Our last stop was the **Jacob Schmidt Brewing Co**. in St. Paul. Due to an unfortunate circumstance, the full tour was not possible, but we were able to go in the building. Christopher Stahlmann, a Bavarian immigrant, founded the brewery in 1855 as the Christopher Stahlmann Cave Brewery. It changed hands and names several times, coming under the ownership of Jacob Schmidt in 1900. The building continued as a brewery until the early 21st c., when it fell out of use and was abandoned. In the early 2010s an adaptive reuse project transformed it into the Schmidt Artist Lofts, an affordable residential complex for artists. Inside the main lobby the exposed brick walls feature painted canvases. It's related to the A-Mill Artist Lofts visited on Thursday in Minneapolis. Two representatives of the complex gave us a brief history of the lofts and invited us to see one of the apartments. It was a good size and included an art studio along with living areas. The appliances were modern, creating an interesting mix of new and old when juxtaposed with the exposed brick walls. The Schmidt Artist Lofts are a shining example of one way in which abandoned industrial structures can once again benefit the community.

Friday Tour 3: Saint Paul Industries Tour started, with Tim Tumberg as guide, at the **Minnesota Transportation Museum (MTM)**, located at the Jackson Street Roundhouse, a contributing building to the St. Paul, Minneapolis and Manitoba Railway Company Shops Historic District. The roundhouse was constructed in 1907 as the fifth roundhouse built on site by railroad titan James J. Hill. The roundhouse was rehabilitated in the 1990s and early 2000s to function as MTM's working roundhouse. The front of the roundhouse has a 115-ft.-diameter turntable with tracks that run into stalls currently used by volunteers to rehabilitate various rolling stock. The tour included a behind-the-scenes visit to see the bays and the current work. The roundhouse also has an operable shop with a blacksmith workstation and equipment from the 1880s.

Second stop on the tour was **Tolerance Tool** founded in 1992 to make machine injection and diecast molds. Originally, molds were made for the automotive industry, but in the early 2000s the company began to focus on the medical device industry. Today, Tolerance Tool is all computer-driven. A client sends designs for a proposed mold, and Tolerance Tool works with the customer to make molds for plastic parts using injection molding. Their molds have precision measurements and are calibrated to the fifth decimal point.

Lunch was at **Indian Mounds Regional Park** in Saint Paul. There are six burial mounds, dating from 2,500 years ago,

(continued on page 20)

Charlene Roise

Viewing the finishing process at Bell Mfg.

Steve Muller

A 1909 lathe still working at Upper River Services.

along the edge of the bluff overlooking the Mississippi River.

Waterous Co. has been manufacturing firefighting equipment for over 130 years. Like Tolerance Tool, Waterous relies on computer-driven manufacturing. The tour took us through the stages of making fire hydrants, fire pumps, and other associated equipment. Waterous is known historically for a number of innovations including the first non-frost-jacket hydrant. They continually invest in new machinery and processes such as robotic technology.

Next up was **Armour Gates** in South St. Paul, the last remnants of a once large and sprawling meat-packing complex. The Swift and Armour companies operated at this site from 1897–1969 and 1915–1979 respectively. After both companies closed, the City of South St. Paul purchased the property and demolished the buildings in the 1990s. There is grassroots support to keep the gates as a symbol of the community's industrial history despite pressure from developers to demolish them.

Last stop on this tour was **Upper River Services**, which included a towboat ride up the Mississippi. The company operates six towing vessels for moving barges through the upper end of navigation on the Mississippi River. The barges run 12 hours a day hauling grain, corn, soybeans, cement, petroleum products, and metals for recycling, among other items. The ride was an opportunity to view the Robert Street Bridge (1924), the St. Paul Union Pacific Vertical Lift Bridge (1913), and the Mendota Road Bridge (1894).

Sunday Tour 1: Mississippi River/Port of Saint Paul Boat Tour. At Harriet Island Park in Saint Paul, we boarded the ***Jonathan Padelford***, a sternwheeler riverboat, and headed downstream to see a "working" stretch of the Mississippi. As we passed downtown Saint Paul, we sailed under several impressive bridges, including the majestic concrete rainbow through arch of the Robert Street Bridge and the neighboring Union Pacific Vertical Lift Bridge, designed by Waddell and Harrington engineers of Kansas City. Those of us on outside decks received a wave from the bridge operator. Railroads remain important to Saint Paul because they carry a variety of commodities to terminals where materials are stored and transferred to barges. We began to see barges along the shore, and then we passed Upper River Services (visited by one of the Friday tours), home to the towing vessels that move the barges along the river.

We followed a curve in the river and had a view of the bluffs on which Indian Mounds Regional Park is located. Looking above the trees, we could see the "aerial beacon" built in 1929 to guide planes to Saint Paul Downtown Airport across the river.

Below the bluffs, barges rafted up along the shore, waiting to be filled. Just a bit farther downstream, several terminals hold specific materials such as scrap metal, sand, aggregate, and animal feed products. Other terminals load and unload whatever their clients need to ship. It was quiet on a Sunday, but we saw a few barges go by as well as several freight trains with both BNSF and Canadian Pacific motive power.

Downstream from the terminals, we approached the South St. Paul Railroad Swing Bridge. Built in 1910 for the St. Paul Bridge & Terminal Ry., the Warren-truss swing span was replaced in 1956. After passing the swing bridge, terminals are located on side channels and the river shoreline has more vegetation. As we turned around near a bird sanctuary at Pig's Eye Island, we watched a few cormorants and geese. On the upstream ride back, we had the good fortune to see bald eagles!

Sunday Tour 2: Minneapolis Warehouse District Walking Tour. A half-a-dozen hardy souls joined architectural historian Rolf Anderson for a walking tour of the **Warehouse District**, a rapidly gentrifying former industrial area. Rolf, a historical consultant and president of the Minnesota Chapter of the Society of Architectural Historians, prepared the nomination for the irregularly shaped district for the National Register of Historic Places. The listing was approved in 1989. The area saw its major growth from 1864—when railroads reached Minneapolis—through about 1930. Numerous large

Nicole Braman

Turntable at the Minnesota Transportation Museum.

Nicole Braman

The Union Pacific Vertical Lift Rail Bridge frames the Robert Street Bridge's rainbow arch.

warehouses still stand; most of them were used by wholesale businesses although a few also supported manufacturing processes. Many have now been converted to residential and commercial purposes. One of these was the large Northern Bag Co. building (1920), constructed to meet the growing demand for burlap and cotton bags from the city's milling industry. Rolf noted that Minneapolis was a major center for the production and distribution of agricultural implements, and many warehouses were used for this purpose, including several enormous ones. Despite their utilitarian purpose, he pointed out fine architectural details such as elaborate brickwork, terracotta decoration, and intricate window treatments. Several of the buildings were designed by noted local architects, including Cass Gilbert. Most famous locally for designing the State Capitol in Saint Paul, Gilbert also designed the Italian Gothic-inspired Realty Company Warehouse (1895–1909) and later, the U.S. Supreme Court building in Washington, D.C.

The SIA recognizes and thanks the many volunteers and organizations who made this conference possible. Special gratitude to the local planning committee: Fred Quivik (chair), Bob Frame, Amanda Gronhovd, Mary Habstritt, Maggie Heisterkamp, Marty Johnston, Amy Mino, Charlene Roise, and Tim Tumberg; event sponsors Mead & Hunt, Inc., Great Northern Chapter (SIA), Quivik Consulting Historian, Inc., and the Hennepin County Library, Minneapolis Central Branch; and to the presentations committee: Marty Johnston (chair), Tony Meadow, and Fred Quivik. Thanks also to SIA national officers: Arron Kotlensky, president; Saul Tannenbaum, past president; Steve Walton, executive secretary; Courtney Murtaugh, events coordinator; and Daniel Schneider, SIA headquarters manager. The SIA also extends our appreciation to all the tour guides, organizations, and companies that welcomed us.

With contributions by Nicole Brannan, William Dunsmore, Kathryn Fox, Bob Frame, Patrick Harshbarger, Christopher Marston, William McNiece, Steve Muller, Fred Quivik, John Reap, and Marni Walter

Tony Meadow

A towboat and barge seen during Sunday's river cruise.

John Reap

Saint Paul Municipal Grain Terminal (renovated and renamed "City House"), viewed during the Sunday cruise. The municipal elevator was built in 1927 to serve the Minnesota Farmers Union.

SITES & STRUCTURES

The New Hampshire Preservation Alliance honored **Saint Anselm College's rehabilitation and re-use of its former boiler plant building** with a 2024 Preservation Achievement Award. The long-vacant former heating plant is transformed into the Gregory J. Grappone Humanities Institute. The architectural team incorporated original features such as the chimney, coal chute, and areas of exposed bricks to feature the building's history and original function. The coal chute was repurposed to allow borrowed light into the lower level, and the obsolete chimney was retained as a visual reminder of the building's former use. Info and video: *www.nhpreservation.org/blog/preservation-achievement-awards-2024-re-use*.

At the former **U.S. Steel/American Steel & Wire plant** in Joliet, Ill., firefighters found the main office building totally engulfed in fire around 3:00 a.m. on Sat., Sept. 7. The office building was built by the Illinois Steel Co. in 1892 and was the most historically significant building remaining on the property. This building was documented, with others, by HAER in 1988, and was one of a group of buildings that was added to the National Register of Historic Places in 1991. Several years ago U.S. Steel paid to repair the roof and was working with a local museum to transfer the building to them.—*Kris Rossmiller via the SIA Iron & Steel Heritage Forum (Sept. 9, 2024).*

Update: Later that day, news sources reported that due to the unstable condition of the building, city officials and U.S. Steel decided to demolish it. By 2 p.m. Saturday most of the exterior had been knocked down. ■

ing that material online is great and a financial benefit to the society.

Arron Kotlensky reported that we are still looking for a Book Review Editor.

SIA Newsletter. *SIAN* Editor Marni Blake Walter reported that she has continued the quarterly newsletter schedule. She reported that the Spring issue is in review and will come out shortly. She noted that the Summer issue will include the conference report and expressed her thanks to all who volunteered to do tour reports and other items throughout the year. She asked everyone to continue to send items for publication.

Tours & Conferences. Arron Kotlensky announced that there will be no Fall Tour this year. He also noted that he did get replies to his request for tour sites and is working with those who responded to develop them further.

SIA Events Coordinator Courtney Murtaugh reported on some of her activities over the last year. She noted that the cost of food and beverages has increased by 30% to 80%. She noted that a happy hour is now included with the poster sessions. She mentioned some conference and tour locations that are being worked on. She stated that the Tours and Conferences Committee needs to be revitalized so we can have a three-year horizon.

Formation of the ISHF. Tony Meadow noted that it was great to see so many iron and steel people in the room. The Iron and Steel Heritage Forum (ISHF) is a pioneer in the creation of special interest groups at SIA, which has been a two-year process. He recognized eight groups that were here at the conference and presenting papers. He noted that he is still looking for more organizations to join the forum once it is officially created at the next SIA Board meeting. He stated that the forum has an ambitious program to get groups connecting with each other and with industry and maybe having steel mill tours again. He hopes that others will start special interest groups on other topics such as bridges, museums, etc.

Arron Kotlensky thanked Tony for putting 20-plus hours a week into this project and encouraged others to consider forming a special interest group.

SIA Strategic Planning Charette. Arron Kotlensky introduced David Vago, who, with John Mayer, is organizing the SIA strategic planning process. David reminded the meeting of the comments made at last year's meeting about the future of the SIA. He noted that things are not critical yet, but that several matters need to be addressed, such as committees, bylaws, and longer-term items such as the Society name. He stated that he has strategic planning experience with other organizations and has prepared a facilitated process for SIA. So far, it has involved gathering information on the Society. The next step will be a Fall retreat to discuss this in more detail. He stated that he assumes people are here because they want to be part of the SIA. If you have an interest in this process, please see him or John Mayer. He noted that the SIA is the main organization for industrial heritage in the U.S. This is a call to action, and more information will follow.

Eric DeLony Industrial Heritage Preservation Grants. The DeLony Industrial Heritage Preservation Grants Committee report was read by Suzanne Wray. SIA started awarding grants to support industrial heritage preservation projects in 2004. Since then, the Society has awarded more than 40 grants to support projects in 16 states in amounts ranging from $1,000 to $3,000. In 2018, the program was renamed to honor former HAER chief and long-time SIA member, Eric DeLony.

This year's selection committee included Duncan Hay, Paul White, and me, with support from Daniel Schneider at SIA Headquarters.

I am pleased to announce that SIA will be awarding three $2,000 grants this year, one each to Friends of the Pumphouse, Richmond, Va.; Tooele City, Utah; and Mary Scherbatskoy, Crook's Mills, Westminster, Vt. (see article elsewhere in this issue).

I'd like to ask members to help get the word out about SIA's grant program. Applications are due by March 1 each year. Further details and application forms are under the "activities" tab on the SIA website. You can help extend the program's reach with an earmarked donation when you renew your membership.

Student Travel Scholarship Award. David Vago, on behalf of Scott See, provided the following report.

Each year, the SIA awards travel scholarships to assist with offsetting the expenses associated with attending our conferences. The scholarships are open to students or to emerging professionals with less than three years of experience. Applicants must demonstrate an interest in and commitment to the field of industrial archeology.

Scholarships are funded through a dedicated account. This fund relies on annual contributions for replenishment, and members are encouraged to consider donating at the time that they receive their annual dues notice.

This year, after several years with no recipients and only one recipient last year, the SIA awarded five travel scholarships. The scholarship recipients are William Dunsmore of the Bard Graduate Center in New York City; Daria Jagiello of Nicolaus Copernicus Univ., Torun, Poland; and James Juip, Larrisa Juip, and Kyle Parker McGlynn, all in the Industrial Heritage and Archaeology Program at Michigan Technological Univ. (see feature elsewhere in this issue).

Please join me in congratulating and extending a warm welcome to our 2024 travel scholarship recipients.

Vogel Prize. Committee chair Bob Newberry read the Vogel Prize citation on behalf of committee members Lynn Rakos, Martha Mayer, and Bill Vermes (see article p. 7). Recipient Daniel Schneider was present to accept the award and expressed his thanks.

General Tools Award. Christopher Marston read the General Tools Award citation for chair Vern Mesler, who was unable to attend (see article p. 5, 17). Award winner Mike Raber expressed his thanks to all the people that he had worked with over the last 45 years.

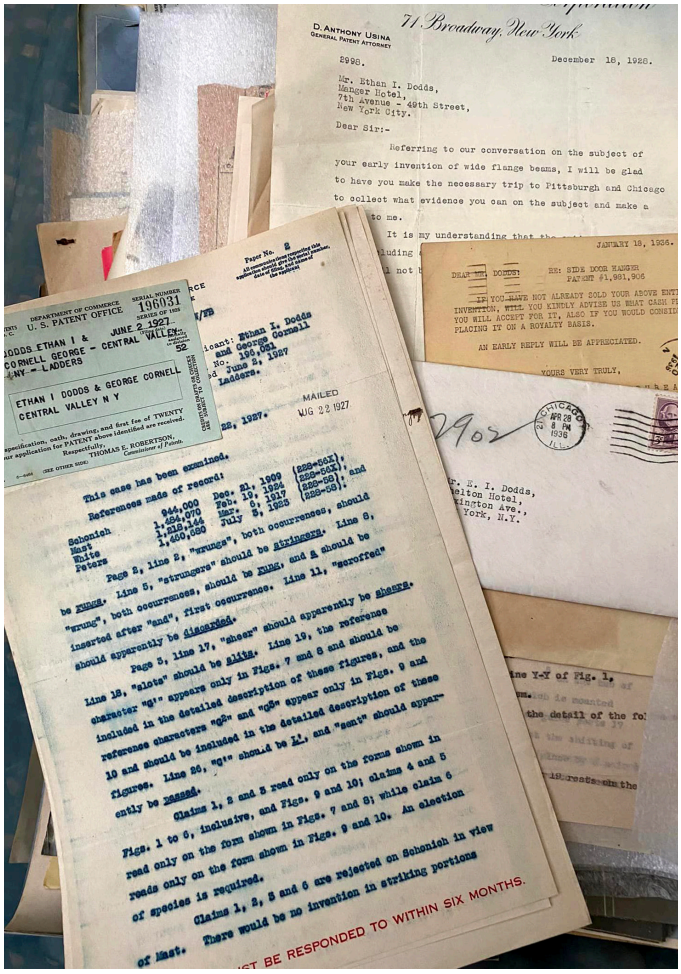
Chapter Recognition. President Kotlensky led the traditional roll call of chapters, and recognition of Pat Malone,

DODDS (continued from page 15)

Dodds's career transformed just after 1900, when his work was recommended to railroad tycoon Edward Henry Harriman. The leader of both the Union Pacific and Southern Pacific RRs, Harriman had been living in southern Orange County, N.Y., since 1886 when he purchased 9,300 acres from the Parrott iron mining family. It is not entirely clear what facet of work Harriman was interested in from Dodds, but what is apparent is that the railroad mogul had Dodds relocate to Central Valley just a few miles from his grand Arden House estate. Between 1906 and 1912, two structures were built for Dodds in Central Valley—both of which still stand today. The first of these was a stately home where Dodds lived through the 1930s. In addition, a private laboratory for Dodds was constructed off the Erie RR. Harriman passed in 1909, but Dodds continued an impressive career through the late 1920s and early 1930s—perhaps the highlight of this being his feature in the 1929 *Popular Mechanics* magazine boldly stating his more than 2,000 patents.

Following his passing in 1943, Dodds remained a recognized but arguably undervalued and understudied historical figure in the region. Efforts to uncover his life grew in June of 2024, when the granddaughter and family of Ethan Dodds contacted the Woodbury Historical Society. Dodds's original residence in Central Valley is now owned by historical society members, and the organization was able to interview his granddaughter in the same place where she fondly remembered visiting him during the early 1930s. Additionally, the family graciously donated hundreds of original sketches, patents, correspondences, photographs, and even a prototype of Dodds's hand-held electric saw to the historical society. To preserve the legacy of one of the industrial age's most brilliant individuals, these materials are now accessible to public inquiries through *https://woodburyhistoricalsociety.org/*.

Alex Prizgintas



A wealth of correspondences and patents from industrial inventor Ethan Dodds is now publicly accessible in the Woodbury Historical Society. He has more than 2,000 patents to his credit, rivaling Thomas Edison.

for attending every SIA Annual Meeting since 1971!

Nominations Committee. Rebecca Burrow, Chair of the Nominations Committee, read her report: One hundred seventy-nine members voted online and another seventeen by mail, which means that 20% of the members voted. This is not really a surprise because there was only one candidate for each position. Now is a good time to submit recommendations for next year's election. And those elected are: Fred Quivik, President; David Vago, Vice President; Directors, Jacob Kaplan and Anthony Meadow; Nominations Committee, Lynn Rakos; and TICCIH Representative, Ron Petrie.

Recognition to Outgoing Board Members. President Kotlensky recognized outgoing board members Scott See and Erik Nordberg.

President Kotlensky led the members in singing Happy Birthday to Gerry Weinstein, who was celebrating his 75th birthday that day.

Passing of the Gavel. President Kotlensky, as his last official act, passed the gavel to incoming President Fred Quivik.

Adjournment. At 2:00 p.m. CDT, President Quivik asked for adjournment, which was duly moved, seconded, and carried.

Respectfully Submitted,
James Bouchard, Secretary

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

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CALENDAR

2025

Jan. 8–11: **Society for Historical Archaeology Conference on Historical and Underwater Archaeology, New Orleans, La.** Info: *https://sha.org*.

Mar. 26–29: **National Council on Public History (NCPH) 2025 Annual Meeting, Montréal, Québec, Canada.** Info: *https://ncph.org/conference/2025-annual-meeting/*.

Apr. 30–May 4: **Society of Architectural Historians Annual International Conference, Atlanta, Ga.** Info: *www.sah.org*.

May 15–18: **Vernacular Architecture Forum Annual Conference, Wilmington, Del.** Info: *www.vafweb.org*.

May 29–June 1: **SIA ANNUAL CONFERENCE, BUFFALO, N.Y.** Info: *www.sia-web.org*.

Aug. 25–30: **TICCIH (The International Committee for the Conservation of the Industrial Heritage) 19th Congress: Heritage In Action: Legacies of Industry In Future Making, Kiruna, Sweden.** Info: *https://ticcih2025-kiruna.se*.

Sept. 23–26: **Early Railways 8: International Conference on Early Railways, Darlington, U.K.** Info: *rchs.org.uk/early-railways-conference-combined/*.

Oct. 9–11: **Society for the History of Technology (SHOT) Annual Meeting, Esch-sur-Alzette, Luxembourg.** Info: *www.historyoftechnology.org*.

Oct. 14–17: **Big Stuff 2025: Skills and Machines—A Living Partnership, Ghent, Belgium.** Call for Abstracts deadline: Nov. 1, 2024. Info: *https://bigstuff2025.info*. ■