SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

Volume 54 Summer 2025 Number 3

Back to Buffalo
2025 SIA Annual Conference Wrap-Up

Nearly 150 SIA members gathered in Buffalo, N.Y., May 29–June 1, for the 53rd Annual Conference—the SIA's second visit to Buffalo, the first being in 1992. Though much changed in the intervening years, western New York's hydroelectricity, grain silos, daylight factories, canals, steel, harbor sites, and modern processing facilities all figured prominently in both conferences.

Based at the Hyatt Regency Buffalo, the conference included pre-tours and an opening reception in the Hyatt Regency Atrium Bar on Thursday, historic site and process tours on Friday, paper sessions, annual business meeting, and banquet dinner on Saturday, and post-conference tours on Sunday. Many thanks to our volunteer correspondents, who provided the following reports and photographs.

Thursday Tour 1: Explore Buffalo Walking Tour and Cotter Fireboat. (This tour was also offered as a post-conference tour on Sunday.) Thirteen registrants led by Brad Hahn, Executive Director of Explore Buffalo, took a 1.5-mi. walk down Main St. for an introduction to the city's architectural heritage, then over to visit the fireboat *Edward M. Cotter*. The walk along Main St. paralleled the Buffalo rapid transit line and began with the "Gold Dome Bank," originally the Buffalo Savings Bank, with interior panels focusing on power, industry, commerce, and the arts. The group also viewed the Liberty Bank with two Statues of Liberty topping the building, one looking east and one west. Originally the German-American Bank, it was renamed in 1917. Other sites along the route included Lafayette Square, site of City Hall (1919–31); Hotel Lafayette (1904), designed by Louise Blanchard Bethune, considered to be the first professional female architect; the Old Postal Office (1901), restored and now reused as the Downtown Branch of Erie County Community College; Guaranty Building (1896), designed by Louis Sullivan and an early example of a "skyscraper"; St. Paul's Episcopal Cathedral (1849); and Sahlen Field (1988), home of the Triple-A Buffalo Bisons and one of the largest minor league ball parks.

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Christopher Marston

The F3 group gathers at the Marine-A silo.

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Near the foot of Main St., the group walked to the firehouse and berth of the fireboat *Edward M. Cotter*. The *Cotter* was built in 1900 and remains in active service as a fireboat and icebreaker. Originally powered by coal-fueled steam boilers, the boat was converted to oil-fueled boilers in a rebuild after a fire in 1930 and later converted to diesel engines in 1953. The boat can pump up to 15,000 gallons per minute and spray water to a distance of about 600 ft. The *Cotter* was used most recently to fight a fire about one year ago. The boat continues to be used annually to break ice up to 2 ft. in depth.

Thursday Tour 2: Forest Lawn Cemetery and Frank Lloyd Wright's Martin House. The group took a trolley bus north from the hotel to the Parkside neighborhood, originally laid out by Frederick Law Olmsted, to the **Darwin Martin House**. The secretary of the Larkin Soap Co., Martin commissioned Frank Lloyd Wright to design the Larkin Administration Building in 1903 (completed 1906, demolished in 1950). He also asked Wright to design his own house, intended for Millionaires Row along Delaware Ave. But when Wright saw that there was property available in Parkside, he swayed Martin into purchasing eight lots to build what became a 1.5-acre complex. A dilapidated property when the SIA was in Buffalo in 1992, the Martin House complex was rehabilitated in 2000–09 for over $50 million and now operates as a house museum.

Our tour began at the Delta and George Barton House, which Darwin first commissioned for his sister Delta in 1903. Here, Wright designed a moderately sized house, featuring a large, cantilevered overhang and horizontal ribbons of windows, with integrated window boxes and geometric circle and square planting urns, introducing some of the concepts he would develop further. We then entered the stucco Gardener's Cottage (1909), featuring longleaf pine trim and a decorative wisteria-pattern stained glass rear kitchen door.

The centerpiece of the complex is the Martin House (1904–07). A dominant feature is the horizontal, shallow-pitched, hip roof (a terrible design for snowy Buffalo!). The house is clad with iron-spot Roman brick from a beehive kiln in western N.Y., featuring narrow vertical joints and recessed horizontal joints which adds to the horizontality. Among the interior details is the wisteria-pattern tile fireplace, by noted interior designer Blanche Ostertag. The Tree of Life window has 750 pieces of glass, representing potted gingko trees. The dining room, living room, and library are all parts of one 70-ft.-long open space, with quirky details

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.

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

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Steven Walton

Guide discusses fabrication of large-scale museum displays at Hadley Exhibits.

such as an I-shaped dining table and bookshelves where all the books are hidden behind sliding-door cabinets.

We then rode the trolley to nearby **Forest Lawn Cemetery**, established in 1849, and among the first generation of rural cemeteries in the U.S. from the 1830s to the 1850s. The 260-acre property has 170,000 people buried there; with 20 acres of burial space left, it's good for another 100 years! The cemetery features several 19th-c. examples of Egyptian Revival-inspired funereal art, including sphinxes, obelisks, and urns. There are several prominent musical figures buried at Forest Lawn, such as Dorothy Getz Berlin, the young wife of Irving Berlin; Rick James of "Super Freak" fame; and Aretha Franklin's mother, Dorothy. We passed a bronze statue of a defiant Shirley Chisholm, the first African American congresswoman, which includes one of her famous sayings carved into the base: "If you don't have a seat at the table, bring a folding chair!"

We also learned about some industrialists interred at Forest Lawn, including Joseph Dart, inventor of the grain elevator; Willis Carrier, inventor of air conditioning; and William Fargo, who started Wells-Fargo during the Gold Rush of 1849. The visit to the Martin House and Forest Lawn Cemetery made for a memorable introduction to our weekend in historic Buffalo.

Thursday Tour 3: Hydroelectricity in Canada at Niagara Falls. As the tour bus set off toward Niagara Falls, tour guide Kerry Traynor narrated a detailed story of the area's pioneering development of hydroelectricity. She also pointed out key historic sites along the way, such as the canal locks, Olmsted Riverside Park, and Terminal Station B (1906).

Our first stop was the **Adams Power Plant (Powerhouse No. 1)** transformer house. We had permission to walk around within the gated area for a close-up view of the exterior of the limestone-clad building, designed by McKim, Mead, and White (1895). Westinghouse Electric built the 5,000-hp alternating current generators (these have all been removed from the building, which stands vacant). The station delivered its first power to Buffalo on Nov. 15, 1896, and the city thereby became the first to have widespread electrical power.

Next the group traveled to the **Schoellkopf Power Station Ruins** site within Niagara Falls State Park. We rode an elevator down to the base of the cliff in Niagara Gorge, to view the site of the station's catastrophic collapse in 1956. We viewed the ruins and an extensive interpretive panel, and also a storage area for *Maid of the Mist* tourist boats. (Both the Adams Power Plant and Schoellkopf Power Station site were stops on Friday's Tour 4; see that summary for more information.)

We then crossed into Canada and stopped at the **Horseshoe Falls**, where SIAers indulged in being "normal" tourists for a while, taking snapshots of the iconic views. After boxed lunches at the Table Rock visitor center next to the falls, we walked over to the **Niagara Parks Power Station** museum. Here a very knowledgeable docent led us on a guided tour, which featured an exhibit "Tesla: A Spark of Genius," among many displays including the generator floor and a Tesla coil demonstration. Most of the group also took the 2,200-ft.-long walk through **The Tunnel**, excavated in 1901 for power-generating water to return to the Niagara River. It reopened as a museum attraction in 2022. We descended the 180 ft. in a glass-walled elevator with views of intact historic machinery, then continued through the tunnel to an observation deck at the base of the falls.

Friday Tour 1: Erie Canal Locks and Colonel Ward Pumping Station. Despite a bus breakdown delaying our departure by 40 minutes, tour guide Kerry Traynor soldiered on, unruffled. As the director of the historic preservation program at the Univ. of Buffalo, Kerry has an impressive knowledge of local history and architecture. En route to our first site, she recounted the origin and early history of the Erie Canal, which opened in 1825. Connecting Buffalo and Albany, it reduced travel time from two weeks (by stagecoach) to five days and made Buffalo the transshipment city it remains today.

General Motors Components—Lockport Operations occupies a large campus where, in 1939, Harrison Radiator began manufacturing automobile radiators and air conditioners for GM. GM later acquired the plant and continues to make automotive heating and cooling components, em-

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James Bouchard

Penstock among the ruins of the Schoellkopf Power Station site.

William McNiece

The* Edward M. Cotter *fireboat with SIA members on board.

BUFFALO (continued from page 3)

ploying 1,700 workers in three shifts. Dividing into smaller groups, we got a close-up look at a variety of machine tools, including an impressive 50,000-ton stamping press.

The 60-ft. Niagara Escarpment posed a major impediment to construction of the Erie Canal until engineer Nathan S. Roberts devised a double flight of five locks for ascending and descending traffic in what became the town of Lockport. In the **Lockport Locks Heritage District** we were treated to a sit-down buffet lunch, following which we enjoyed a narrated cruise through Lockport and the stone cut to the west. The canal was enlarged between 1836 and 1862 and then replaced during the **Erie Barge Canal** project of 1909–1918. Only remnants of the northern flight of early locks survive. We could see them as we ascended and descended the neighboring set of two Barge Canal locks.

Returning to Buffalo by bus, we passed through Tonawanda, which became the new terminus of the Erie Barge Canal in 1918. We also saw **Black Rock**, a former shipbuilding center that is now a Buffalo neighborhood with a distinctive mix of 19th-c. commercial and industrial buildings and private residences.

At the **Colonel Ward Pumping Station**, Peter Merlo, the principal engineer of the City of Buffalo Dept. of Public Works, Division of Water, was waiting to lead us on a tour of what was once the largest municipal water pumping plant in the U.S. From water intake through settling, filtration, and treatment, Merlo described each process and, as is customary with SIA tour groups, answered a thousand questions. Nothing prepared us for the finale of our visit, when we entered the massive pumping station and beheld what has been called the "Holy Grail" of steam power sites in the U.S.: five intact six-story, triple expansion steam pumping engines built in 1914 by the Holly Mfg. Co. of Lockport. Still operational as backups until 1975, each engine had a capacity of 30 million gallons per day (mgd). Merlo explained that it would be more costly to scrap these beauties than to leave them in situ. (The station's high-lift duty is now carried by diminutive 50-mgd DeLaval horizontal centrifugal electric pumps installed in 1938.)

Upon returning to downtown Buffalo, we made a final stop at the harbor to see the site of the **Erie Canal Terminus**, where the city plans to build an interpretive memorial to the history-changing waterway which is celebrating its bicentennial in 2025.

Friday Tour 2: Elmwood Village, West Side, and the Lake Erie Waterfront. On the way to our first stop, our tour leader pointed out Joseph Ellicott's radial plan for the city and many parks, neighborhoods, and buildings, such as the Electric Tower (1912), the Trico Building (1920s), Millionaire's Row, Chapin Street, and Delaware Park with its major museums.

Our first stop was the former **Pierce Arrow Motor Car** factory complex (1906). The reinforced-concrete, daylight factory structures, designed by the noted industrial architect Albert Kahn, consist of 1.5 million sq. ft. built on the grounds of the Pan American Exposition. At the company's peak, 10,000 employees worked here. Led by John Lydon, we walked through the 34-acre site, where some of the buildings are in various stages of conversion to storage, office, light industrial, and residential use, from martial arts to a machine tools dealer, while luxury residential units fill the ornate former administration building. Lydon took us inside the office of his company, Lydon Architectural Services, to see a sample of reuse.

Just across Elmwood Ave. at **Hadley Exhibits**, we began with a slideshow presented by owner Ted Johnson. Founded in 1923, Hadley designs and fabricates displays for museums, trade shows, and retail businesses. Initially the business focused on creating custom display cases for department stores. During WWII, they built disposable plywood fuel tanks for airplanes. More recently, Johnson noted that before 9/11 and the COVID pandemic, trade show exhibits were 80 percent of their work and museums were 20 percent, but since then the market share has flipped and most of their work is now for museums. We walked through the shop floors and saw that Hadley projects come in an incredible variety of materials, shapes, and sizes. They have 42 museum projects

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Christopher Marston

SIA visits the Martin House.

James Bouchard

Wooden horse carving in progress at Herschell Carrousels.

Mary Habstritt

2025 General Tools Award Recipient

Mary Habstritt was born in St. Cloud, Minnesota (the "busy gritty granite city"). Her great-grandfather worked as a granite cutter, and her father was a laborer in the Great Northern car shops. She grew up in Minnesota and graduated from the College of St. Catherine with degrees in library science and humanities. After a stint in property management, she joined the James J. Hill Library in the acquisitions department. The library was noted for its mission to always be abreast of changing business and industry, so she was also in charge of deaccessioning no longer needed tomes. Working there, she met SIA member Bob Frame III and was intrigued by his hundreds of miles of bridge surveys. He introduced her to the wonders of industrial archeology.

Deciding to get a master's in library science, she enrolled at Columbia University, which then had the oldest library program in the country, founded by Melvil Dewey of the Dewey Decimal System. She was one of the last graduates before the library science program was terminated. She then had a reign as the "fines goddess" at the University of Minnesota Libraries.

While in New York, Bob invited her to the SIA Quebec City conference in 1989 and introduced her to his friends in the Roebling Chapter, where Mary met Gerry Weinstein [SIA], her future husband, who further broadened her passion for IA. How many SIAers can say that they spent part of their honeymoon at the bottom of a Yooper copper mine?

She was in a ladies' room at the Savannah conference in 1999 when she overheard the dire conversation that the upcoming Duluth conference was going to be cancelled due to the co-sponsor backing out. Perhaps her latent desire to run things emerged at that moment, because she volunteered to make it happen. She organized it largely from New York, though it didn't hurt that she had cousins in Duluth to stay with. It was the first conference with registration run through SIA headquarters rather than through the local committee and also the first one where email was used to communicate tour details to registrants. It was also among the last conferences to produce a conference poster.

With things seemingly going well, as the Duluth conference drew to a close, Mary enjoyed the banquet, perhaps a bit too much, dancing with Ed Rutsch and overindulging in slivovitz. Returning to her hotel room, which served as the hospitality suite, she was informed that the hotel staff had already been by to quell the raucous SIAers and was offered some 12-year-old Scotch to mollify her. Thinking she was off duty the next morning, because a tour guide was supplied by the mysterious Iron Range Resources and Rehabilitation Board, she planned to spend the next day's tour to the Soudan mine recovering in the back of the bus. Things started to go awry at the state park when the tour guide announced his departure and disappeared into his wife's waiting car and the park ranger stepped aboard and asked, "Who's in charge of this tour?" With a cool, if aching, head Mary took over and discovered that the lunch pasties had arrived frozen stiff. She commandeered the staff microwave and a volunteer board member, and they started thawing pasties as fast as they could while the ranger kept the tour-goers busy.

Steven Walton

Mary Habstritt, 2025 recipient of the General Tools Award, with Gerry Weinstein (right) and Tim Tumberg (left).

Getting elected to the SIA Board of Directors in 2000 was a result of the success of that conference. She soon volunteered the Roebling Chapter to run the 2002 conference based in Brooklyn, N.Y. With the city practically on its knees after the destruction of the Twin Towers, it might have been a no-brainer to cancel the conference, but the Roebling volunteers persisted, with Mary strong-arming or charming reluctant factory owners to let the SIA in. A top-to-bottom tour of Pfizer, where penicillin was first mass-produced, and of Domino Sugar, once the world's largest refinery, were highlights. Running the Brooklyn conference led Mary to become chair of the SIA's Conferences & Tours committee.

In 2003, with her term on the SIA Board expiring, Mary became SIA's first paid Events Coordinator. Mary tailored support to the needs of the local committees, who planned some great conferences and fall tours in places as diverse as Montreal, Northeast Montana, Providence, Wilmington, Milwaukee, and Detroit. When Cydney Millstein proposed a conference in St. Louis, Mary pulled it off with very few

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General Tools *(continued from page 5)*

boots on the ground, even after the co-sponsor responsible for producing the guidebook backed out. She used the SIA Board's network to find the right contact at U.S. Steel to get us into the Granite City Works just over the border in Illinois. As the blast furnace was tapped and rivers of molten iron passed closely by the SIAers on the casting floor, perhaps some were thinking it was a once-in-a-lifetime experience. Those on the mining tour who came back coughing from the lead smelter will certainly never forget it. Mary really had the knack of convincing reluctant factory owners to let us get up close and endangered. Even after she left the job as Events Coordinator, she got called back in to assist with the Youngstown and Rosendale fall tours.

In 2008 she successfully ran for SIA President, being the first—except *the* first, Robert Vogel—to skip serving as Vice President first. While in that role, she did her best to avoid re-inventing the wheel through improved accountability and record keeping. Seeing that the conferences and tours were in good hands, she stepped back a little to concentrate on helping the Society run smoothly. For the first time, she invited committee chairs to report directly to the membership at the annual meetings.

Mary's work arranging tours and writing about industrial sites for guidebooks and promotional materials inspired her to advocate for these disappearing places. She refused to simply accept that the SIA "kiss of death" was the end. She became president of the Roebling Chapter after the Brooklyn conference, used that position to advocate for the preservation of New York's historic industrial sites, and encouraged the national organization to take a more proactive role. She created a new position of Preservation Chair for the Roebling Chapter, ran postcard campaigns, wrote letters, and testified at public hearings, eventually working as a freelance preservation advocate.

She tirelessly fought the good fight against IKEA to save the last privately owned graving dock in New York Harbor and against Columbia University for 25 acres of historic industrial sites, many related to milk pasteurization and automobile manufacturing, slated to be buried under the university's Manhattanville campus. She successfully stood in the way of developers' plans to seriously alter Cass Gilbert's Austin Nichols & Co. warehouse, the famous architect's first work in concrete. The vast alterations of the historic Domino Sugar factory left her feeling that the deck was stacked against historic preservation in the city, although her advocacy did save the pier-side gantry cranes.

In 2009, instead of giving up on preservation, she took on an even more impossible job – saving 750 tons of steel, brass, copper, and wood floating in the Hudson River, as president and museum director of the Lilac Preservation Project, working to restore America's oldest lighthouse tender, the U.S. Coast Guard cutter *Lilac*. As if keeping a historic ship afloat and creating educational and cultural programs to interpret the ship and engage the public wasn't hard enough, she has had to continuously engage in contentious contract negotiations with *Lilac*'s landlord, the Hudson River Park Trust. Despite a mandate to provide a place for historic ships in the park, the management was only interested in ships that paid their way, namely floating bars and cruise boats. The experience gained in dealing with the Trust has made her the go-to person when New York's historic ships are threatened by waterfront gold reflecting in the eyes of developers. She founded the Historic Ships Coalition to help these ships speak with one voice before community boards and city commissions and agencies. She is also a member of the Waterfront Wenches, whose mission cannot be revealed. Occasionally, when saving an old ship also seems like an uphill (upriver?) battle, Mary tells the Board she needs an exit plan. If that means retiring to her house in St. Paul, real estate developers there and the local politicians in their pockets had better watch out.

Mary remains quite aware that volunteer organizations can have low points, often caused by burnout of long-serving boards. Sensing that the Roebling chapter was at such a crossroad, she yet again stepped into the presidency this year, and I expect we all wish her and the chapter well.

Mary Habstritt made the following statement in accepting the award.

"I'm going to take the opportunity to make some remarks. Due to my preservation advocacy, I know how to speak within a two-minute time limit.

When I look back at that first conference I attended in Quebec, there are two things that stand out in my mind. One is the Roebling chapter insisting I sit at their table at the banquet, and I felt like I'd found my tribe. The other is standing in the abandoned pulp mill at Chicoutimi and thinking, this is the story behind the stuff we use every day—and nobody knows about it.

In reflecting on the accomplishments that Gerry just recited, I realize that what ties them together is storytelling. Either I was telling a story, or I was facilitating someone else telling a story. When you lead a tour, you're telling a story. When you conduct an archeological dig, you're uncovering a story. When you create an exhibit, you're telling s story. When you do a HAER documentation you are writing a story down and sending it into the future. We are all story tellers.

To end, I'll share a quote from a historian who used a story to save a theater in Minnesota: 'Never doubt the power of fresh, original, dedicated historic research.' Let's keep doing it!"

As an added element of the award presentation this year, former General Tools Co. Chairman, Gerry Weinstein, recapped the accomplishments of the 2025 General Tools Award winner.

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

Save the Date!
SIA's 54th Annual Conference, Norfolk, Va.
May 28–31, 2026

The Society for Industrial Archeology's 54th Annual Conference will be held in Norfolk, Va., May 28 through 31, 2026.

Located at the mouth of the James River near where the Chesapeake Bay meets the Atlantic, the Hampton Roads area offers a uniquely continuous and comprehensive narrative of American maritime industrial development. From the founding of the Gosport Yard in 1767 (now the Norfolk Naval Shipyard) to today's fully automated container terminals, the region remains a major transshipment center from the Lambert's Point coal piers and Kinder Morgan Bulk Terminals in Newport News.

The region's industrial landscape showcases every major phase of maritime technology and parallel advancements in civil engineering. The SIA Norfolk conference plans to explore a wide range of sites. The tour of the Norfolk Naval Shipyard will include Dry Dock No. 1, the oldest continuously used dry dock in the U.S. The Mariner's Museum interprets the turret of the *Monitor* from the Battle of the Ironclads during the Civil War. Langley, Va., includes NASA Langley Research Center's wind tunnels and fighter jets at Joint Base Langley-Eustis. The historic city of Portsmouth, with its shipyard museum, Lightship *Portsmouth*, and Olde Towne architecture, is a short ferry ride away. An excursion across the 3.5-mi.-long Chesapeake Bay Bridge-Tunnel from Virginia Beach to the Eastern Shore of Virginia will explore the historic watermen and seafood processing industries and the ongoing efforts to sustainably Save the Bay. Other sites, from state-of-the-art shipyards to chain saw manufacturing, are also being investigated. The weekend will conclude with a Sunday harbor cruise with views of the Port of Norfolk, Lambert's Point, Norfolk Terminal, and Portsmouth Terminal container ports and more aboard the *Victory Rover*.

The conference hotel is the Hilton Norfolk The Main, located in the heart of downtown near the busy Elizabeth River harbor with views of active boats and shipyards repairing aircraft carriers and other vessels. The Nauticus museum and Battleship Wisconsin and Granby Street restaurants are only a block or two away. The hotel's location is a short walk to the Waterside ferry stop and the MacArthur Square light-rail station (which is a short ride to the Norfolk Amtrak station), and a 15-minute ride to Norfolk International Airport (ORF). We look forward to seeing you at next year's SIA conference in Norfolk!

Library of Congress LC-D4-18385 [P&P]

Norfolk & Western coal piers at Lambert's Point, ca. 1905.

Virginia Museum of Fine Arts

Dry Dock No. 1 at the Norfolk Naval Shipyard is the oldest continuously used dry dock in the U.S.

General Tools Award committee, appointed by the president of the SIA, who serve three-year overlapping terms.

The Society for Industrial Archeology General Tools Award is the highest honor the SIA can bestow. It recognizes individuals who have given sustained, distinguished service to the cause of industrial archeology and is presented at the SIA annual business meeting. Criteria for selection are as follows: 1) the recipient must have given noteworthy, beyond-the-call-of-duty service over an extended period 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 SIA; and 4) the award may be made only to living individuals.

BUFFALO (continued from page 4)

underway; clients include the Museum of the Army, Cleveland Museum of Natural History, and U.S. Secret Service Museum.

Next, we followed the New York Central Belt Line Ry. tracks west along **Chandler St**. The Belt Line was created in 1883 and spurred factory construction along its length. Many of the well-preserved 19th-c. industrial structures are now reused for other purposes and comprise a small historic district.

Then we followed Military Rd. and Niagara St.—roads dating to Buffalo's original settlement—to the **International Ry. Bridge**. This was the first bridge to span the Niagara River when it was completed in 1873. It is a combination of two swing bridges, one across the Niagara River between Fort Erie in Ontario and Unity Island in Buffalo, and a riveted swing span between Unity Island and the U.S. mainland. Both bridges open by pivoting on a central pier to allow passage of ships. From there, we could look down upon I-190 which runs on the former bed of the Erie Canal.

Lunch was held at Freedom Park on Unity Island and along the head of the Black Rock Canal. The location allowed for a walk-by of the waste water treatment plant and a walk over the **Ohio Street Lift Bridge**, built in 1962 to replace the Brown bascule bridge (1906). Unheard of for an SIA tour, we were ahead of schedule so our excellent tour guide Brad Everdyke took us to **Silo City** (see more below) where his firm, Carmina Wood Design, is housed. The firm oversaw the design for reuse of the former American Malting Co. into residential and office space. It even boasts a boxcar installed as a meeting room!

After lunch, we toured **Great Lakes Pressed Steel Corp.**, which has occupied its ca. 1880 building since 1919. Originally a tool and die maker with planing and milling machines, the company now almost exclusively does metal stamping, typically stamped parts for original equipment manufacture (OEM). Fourth-generation owner Tim Nichols showed us around the shop. We saw the original belt-drive

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Steven Walton

F2 tour group at Silo City, with tugboat (tour members were torn between having to face the camera vs. watching the bridge go up!).

Steven Walton

SIA members inspect a lasercutting machine at Great Lakes Pressed Steel Corp.

Patrick Malone

SIA tour group at the Col. Ward Pumping Station.

Mary Habstritt

A 1923 machine at Hadley Exhibits.

CALL FOR PAPERS
SIA 54th Annual Conference • Norfolk, Virginia

The Society for Industrial Archeology invites proposals for presentations and poster displays at the 54th Annual Conference in Norfolk, Va., May 28–31, 2026. The presentation sessions will be held at the conference hotel, the Hilton Norfolk The Main, on Sat., May 30, 2026.

We invite presentations on all topics related to industrial archeology, industrial heritage, history of technology, social change related to industry, and historic industrial structures and bridges. Papers about regional industries and transportation in the Hampton Roads area and Southeast are particularly encouraged—including shipbuilding, maritime heritage, and defense industries. Recognizing that 2026 marks the Semiquincentennial of the U.S., we welcome submissions that explore colonial industries within this broader historical context. We also encourage presentations on challenges facing industrial heritage and on the contributions made to our field by industrial museums. Poster displays are also encouraged and may present works in progress or finished projects. All presentations and poster displays should offer both interpretation and synthesis of data.

The deadline for proposals is Jan. 10, 2026. *https://www.sia-web.org/2026-sia-annual-conference-norfolk-virginia/*

Presentation Formats: Proposals may be for individual presentations 20 min. in length, a group of three or four presentations on a common theme filling a 90-min. session, a 90-min. panel discussion with 2–5 discussants (a formal moderator is encouraged though optional), or a poster presentation. SIA will provide laptop computers, data projectors, screens, and microphones with speakers as needed in each presentation room. Posters will be on display all day Saturday with a dedicated time in the afternoon for poster presenters to be present for discussion.

Proposal Formats: Proposals should be submitted online unless special arrangements have been made. Each proposal must include:

1. The presentation title (you will indicate the type of presentation—single paper, session proposal, or poster—on the submission form).
2. A 300-word abstract that outlines the scope, findings, and conclusions of the presentation.
3. Contact information, including name, affiliation (if appropriate), email address, mailing address, and telephone number for each presenter.
4. A brief biographical statement of 150 words for each presenter.
5. The software (incl. version) used to create your presentation and any additional audio-visual requests beyond the standard equipment listed above.

For 90-min. themed sessions or panel discussions, the organizer should submit a session title and a brief description of the theme, along with all above information, together as a group, as prompted on the online submission form. If any of these items is missing, the proposal cannot be considered. Note that the above word counts apply separately to each presenter in a group.

All speakers are expected to pay the registration fee (for either the full conference or one-day rate).

For questions please contact: Marty Johnston, Univ. of St. Thomas, SIA Presentations Committee Chair, *mejohnston@stthomas.edu*.

SIA Awards Student Scholarships for 2025 Annual Conference

This year, the SIA awarded travel scholarships to three students, who were recognized at the Annual Business Meeting in Buffalo on May 31. Congratulations to our 2025 recipients!

Kyle Parker McGlynn is a Ph.D. candidate in the Industrial Heritage and Archaeology program at Michigan Technological Univ. This is Kyle's second award, and as mentioned last year, his research focuses on how industrial-focused heritage sites use digital technologies to engage and educate visitors. His recent internship at the Western Mining Museum in Colorado Springs, Colo., led to the development of a virtual tour that transformed a temporary exhibit at the museum into something that is now available on an ongoing basis.

Simmone Stern is a Master of Architecture candidate at the Massachusetts Institute of Technology. Simmone's research interests include landscapes created by engineered industrial networks and the relocation and repurposing of historical industrial artifacts. Her recent projects include a study of landscape alterations caused by bucket-line dredges used in Calif. gold mining and a computational exploration of water tower aesthetics.

Chris Trevino is a Master's degree student in the Industrial Heritage and Archeology program at Michigan Technological Univ. Chris has been involved in numerous public history events over the last several years related to Michigan's former copper mining industry. His current research is focused on a sensory ethnographic study related to how the sounds of large industrial processes shape the lives of those living in industrial communities.

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. Info: *www.sia-web.org/activities/awards/student-travel-scholarships/*.

Minutes of the SIA's 54th Annual Business Meeting May 31, 2025

President Fred Quivik called the Annual Business Meeting to order at 12:30 p.m. EDT in the Hyatt Regency Hotel, Buffalo, N.Y. He asked the people attending their first conference to stand and be recognized. They were applauded by all.

Secretary's Report. Secretary James Bouchard stated that the minutes of the previous year's Annual Business Meeting were published in *SIAN* Vol. 53, No. 3 (Summer 2024). He asked for amendments or corrections; none were forthcoming.

President Quivik called for a motion to approve the 2024 Annual Business Meeting minutes as published. David Simmons moved, Gianfranco Archimede seconded the motion, and it passed unanimously.

Treasurer's Report. Treasurer Nanci Batchelor read her report:

"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 for tax and reporting purposes. The following report is for the year that ended Dec. 31, 2024.

We began 2024 with a total fund balance of $320,082. Cash receipts for the year totaled $90,119. Most of our annual income comes from membership dues. In 2024, the total dues received were $46,685. 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 $12,460 in 2024.

Total expenses for the year were $77,709. The production costs of our newsletters were $8,905. $38,869 went towards labor, postage was $3,571, and insurance, prizes, and awards were $6,489. We awarded several student travel scholarships totaling $5,500 in 2024. Office overhead and a few miscellaneous items made up the balance.

The Society closed 2024 with excess revenue over expenses of $12,410. The total fund balance was $335,438, of which $59,841 is in restricted funds. Through March 2025, the Society had a total of $27,552 in cash receipts and spent $13,909."

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

Thanks to all those who donated the credit card charges for the registration on NeonOne.

President Quivik called for a motion to approve the treasurer's report. Jonathan Coopersmith moved, Rebecca Burrow seconded the motion, and it passed unanimously.

Conference Thanks. President Quivik thanked Paris Roselli for organizing a great conference in Buffalo. Paris thanked the members of his organizing committee: Kerry Traynor, Annie Schentag, Patrick F. Ryan, and the guidebook contributors and tour leaders: Annie Schentag (who wrote the guidebook), Kerry Traynor, Greg Delaney, Bradley Everdyke, Patrick F. Ryan, and Lisa Murray-Roselli (guidebook editor). He also thanked local organizations and sponsors: Lipsey Architecture Center Buffalo and kta preservation specialists. He thanked the SIA Board and Courtney Murtaugh for their support.

Dues. President Quivik reported that the dues have not been raised since 2007, and a committee is being established to review the dues and propose an increase to be adopted at next year's business meeting.

Headquarters Report. SIA Headquarters Manager Daniel Schneider reported on current SIA membership (there are currently 873 members, not including the second members of household memberships). He reported on the implementation of SIA's NeonOne membership management system and encouraged members to log into their membership accounts to make full use of member-centered features such as streamlined membership renewal. He made a few conference-related announcements, such as making sure participants picked up their souvenir SIA Buffalo pennants and both their guidebooks and programs. He encouraged attendees to get more involved with the Society, particularly by pursuing committee service opportunities that are arising out of the organizational work associated with the SIA Strategic Plan. In keeping with the conference's paper sessions honoring Pat Martin for his contributions to industrial archeology, Schneider described some of his experiences with Martin, for example the fact that Martin was the one who hired him as SIA headquarters manager.

Later in the meeting, Duncan Hay and Fred Quivik also acknowledged important contributions Pat Martin has made to the SIA, for offering Michigan Tech as the headquarters after the Smithsonian Institution determined in the early 1990s that it could no longer host the society's headquarters, and for serving as executive secretary of the society for about 25 years and for serving as editor of the journal for about 20 years.

SIA Newsletter. Editor Marni Blake Walter was absent, so Arron Kotlensky read her report. "Since last year's business meeting, the *SIAN* has continued its quarterly publication schedule. The current issue (Spring 2025) is now with proofreaders and will be sent to our graphic designer for layout soon after the conference. For the Summer 2025 issue, thanks to those of you who have already volunteered to cover conference events. Your contributions are greatly appreciated, and we will all look forward to your reports and photos. Many thanks to everyone who helps throughout the year, whether contributing articles, news items, or publications and websites of interest or helping with proofreading, layout, and mailing. Please do contact me with story ideas and any IA news and notes—anything that you'd like to see

(continued on page 20)

SOCIETY FOR INDUSTRIAL ARCHEOLOGY
NEWSLETTER

PUBLICATIONS OF INTEREST

Vol. 54, No. 3 Summer 2025

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

- Joyce E. Chaplin. **The Franklin Stove: An Unintended American Revolution**. Farrar, Straus and Giroux, 2025. 432 pp. Hardcover, $32. The story of the invention of the Franklin stove, which became an iconic consumer product. The book follows Benjamin Franklin as he promotes his stove, while taking measurements of the gulf stream and observing the cooling effect of volcanic ash from Iceland and corresponding with other experimenters. He conceived of his invention as equal parts appliance and scientific instrument—a device that, by modifying how heat and air moved through indoor spaces, might reveal the workings of the atmosphere outside and explain why it seemed to be changing, thereby becoming America's first climate scientist.
- **TICCIH Bulletin No. 108** (2nd Quarter, 2025) includes Miles Oglethorpe, *Looking Forward to the Future of TICCIH*; TICCIH news: *Registration Now Open for the 19th TICCIH World Congress*; *TICCIH's 50th Anniversary: Share Your Photos on the History of TICCIH and Its People*; *TICCIH Travel Grants for Students and Young Professionals to Attend Our World Congress in Kiruna*; *Preparation of National and Transnational Reports 2022–2025*; *Nominations to the TICCIH Board, Term 2025 to 2028*; worldwide reports: James Douet, *Late Industrial Heritage in Barcelona*; Patrick Jibao Sinnah-Massaquoi and Helen Ashby, *Celebrating 200 Years of Railway History in Sierra Leone*; Antonio Martini, *A New Chapter in Isotope Production at the Former Seruci Mining Site*; Vasiliki Fragkoudi, *Norway's Tobacco Industry—A Rich Industrial Heritage*; Javier Puertas Juez, *The Great Basque Mills and the Royal Shipyard in Zorroza (Bilbao—Basque Country)*; Walter Hauser, *Federal Association of Industrial Heritage in Germany Founded*; Palmina Trabocchi, *Between Light and Memory: The AIPAI Photo Contest 2024 Celebrates Industrial Heritage*; conference news: Davy Herremans and Liesbet Daeninck, *Join Big Stuff 2025 in Ghent: Skills and Machines—A Living Partnership*; Kristina Pandža, *International Conference on Industrial Heritage in Rijeka, Croatia*; Toni Häfliger, *Documentation on the International Symposium on the Preservation of Railway Monuments Published*; James Douet, *AIA Spring Tour in Barcelona and Catalunya Now Open for Booking*; book review: Massimo Preite, review of *Initiating Transformations. Industrial Heritage as an Asset for Regional Development: Critical Views from and for the Global South*, by María Esperanza Rock Núñez, Marion Steiner, Daniel Stewart, and Andrés Torres González (eds.); and Photo Focus on Industrial Heritage feature: Katriina Etholén, *Capturing the Atmosphere in the Old Pulp Mill in Southern Finland.*

TEXTILES

- Jaap Harskamp. **Labor and Art: Pins, Needles & Depression.** *New York Almanack* (July 14, 2025). Avail.: *www.newyorkalmanack.com*. The plight of seamstresses displaced by automation and the importance of pin manufacturing are examined, as is the depiction of women sewers in art and literature of the early 20th-c. social realism movement.

IRON & STEEL

- Glyn Davies, Mark Stenton, Paul Belford, and Rowan May. **Kirkstall Forge, Leeds. York Archaeology Monograph 3**. York Archaeological Trust, 2025. 250 pp. Paperback, £15. Results of archeological investigations at the site of the former Kirkstall Forge in Leeds, U.K. Provides a window into the evolution of iron- and steel-working and engineering in Leeds over 400 years, as the site expanded from a water-powered iron forge to a major industrial works, manufacturing products that aided in the development and expansion of the textile, railway, coal, and engineering industries in Leeds and further afield. The forge closed in 2003 and most of the buildings were cleared in 2007. The origin, growth, and development of the works and business fortunes are charted through research, standing building recording, and archeological excavations.

WATER TRANSPORT

- Joseph Collea. **Crowning Achievement: The Grand Erie Canal Changed the State and the Nation.** *New York Archives* (Summer 2025), pp. 16–22. Summarizes key aspects of construction, such as the facts that the canal was built without dynamite, without pneumatic or steam-driven equipment, and before civil engineering was a profession.
- Nick Kariuki. **Parts of SS *United States* Removed for Future Museum, as Rest Is Prepped for Its Watery End**. *BillyPenn.com* (Aug. 7, 2025). *billypenn.com/2025/08/07/ss-united-states-conservancy-museum-drawings-funnels-removed*. A feature of South Philly's docks since 1996, the decommissioned SS *United States* was acquired by Okaloosa County, Fla. Currently in Mobile, Ala., the ship is being cleaned and stripped of remaining environmental hazards before it heads to Fla. Both smoke stacks, each 65 ft. tall, have been removed and will

be a feature of the SS *United States* Conservancy's land-based museum, along with the ship's propellers, radar mast, a cocktail bar, and memorabilia. The rest of the 990-ft.-long ship will be taken out from Destin-Fort Walton Beach and sunk. Article includes video and links to online exhibits and the county's artificial reef program.

Buildings & Structures

- Catherine W. Bishir. **Research Note: Hiring Out, Enslaved Black Building Artisans in North Carolina**. *B&L*, Vol. 30, Nos. 1–2 (Spring/Fall 2023), pp. 99–122. Examines the prevalent practice of hiring out enslaved bricklayers, carpenters, plasterers, and stone masons and their central role in the construction of antebellum architecture. Their work, often unacknowledged, resulted in some of the finest buildings in the state.
- Robert W. Craig. **Research Note: Fire Insurance Records and the Architectural Historian**. *B&L*, Vol. 30, Nos. 1–2 (Spring/Fall 2023), pp. 123–141. A case study of N.J. reveals a large body of mostly untapped historical data contained in insurance company records. Insurance companies needed to describe properties in order to write policies, and they kept registers, daily reports, and graphic documents such as surveys and maps. The author provides suggestions on where to find these records.
- Tara A. Dudley. **Building Antebellum New Orleans: Free People of Color and Their Influence**. Univ. of Texas Pr., 2021. 336 pp., illus. Case studies provide insight into property ownership and the building trades of the prosperous *gens de couleur libres* (i.e., the free people of color who were of mixed Black and European ancestry). The resulting buildings reflect an evolution of architectural practices and styles that continues to define the city's distinctive architecture of the 1830s to the 1840s. Rev.: *Buildings & Landscapes*, Vol. 30, Nos. 1–2 (Spring/Fall 2023), pp. 99–122.
- Richard S. Gutman. **The Diner of Tomorrow—Today! A Look at the Literature and Marketing Devices that Kept the Industry Moving Forward**. *SCA Journal* (Fall 2024), pp. 8–17. Diner sales literature and manufacturer records provide insights into how diner salesmen canvassed the country seeking to locate prospective operators and business prospects.
- Jaap Harskamp**. Catalonia in Manhattan: The Architectural Legacy of Rafael Guastavino**. *New York Almanack* (May 6, 2025). Avail.: *www.newyorkalmanack.com*. History and impact of the Guastavino tile manufacturing family.
- Sharon Holbrook. **Hot Topic, Six Adaptively Reused Firehouses Spark Connections to Their Communities**. *Preservation* (Winter 2024), pp. 58–61. Firehouses in Chicago, Los Angeles, New York City, Seattle, Tampa, and Torrington (Conn.) illustrate options for reuse as non-profit office, neighborhood center, art studio, light industrial manufacturing, craft brewing, and museum.
- Richard Miller. **Celebrating 70 Years of PCI Accomplishments**. *APSIRE* (Winter 2025), pp. 34–36. The Prestressed Concrete Institute celebrated its 70th year with a list of 70 influential articles to appear in its journal since 1956. The first prestressed-concrete bridge in the U.S., the Walnut Lane Bridge in Philadelphia, was built in 1951, and PCI formed just three years later. PCI quickly attracted a group of dedicated engineers and academics who successfully pushed forward prestressed concrete as a building material ubiquitous in modern bridges and buildings.
- Todd Miller and Ethan Young. **Metal Roofing, Forming Roadside Brand Identities Since the 1950s**. *SCA Journal* (Spring 2024), pp. 26–31. Gas stations, roadside restaurants, and motels adopted architectural standards to differentiate themselves from competitors and create an instantly recognizable roadside identity to attract automobile travelers. Brightly colored metal roofs in blue (Pure Oil, International House of Pancakes, Stuckey's), red (Pizza Hut), orange (Howard Johnson's), and other colors became a part of the curb appeal of many chains.
- Chris Nichols and Adrienne Bionda. **Bowlarama: The Architecture of Mid-Century Bowling**. Angel City Pr., 2024. 176 pp., illus. A lavishly illustrated and colorful look at the technology and design of "eyepopping" bowling centers that became particularly popular in the late 1950s to the mid-1960s. While grounded in the economics and social experiences of suburbanization, the book explores the exterior and interior architecture that took on fanciful "space age" or "Polynesian tiki" influences under the guidance of a handful of California-based, architectural firms such as Armet & Davis and Powers, Daly & DeRosa that specialized in the field of avant-garde bowling center design. Rev.: *SCA Journal* (Fall 2024), pp. 48–50.
- Monica Schultes. **Kraemer Spans a Century of Success**. *ASPIRE* (Summer 2023), pp. 6–10. Kraemer North America, based in Plain, Wisc., began in 1911 as Edward Kraemer & Sons, a local contractor specializing in houses, barns, and cheese factories. The firm began building short-span concrete bridges in the 1930s and the 1940s and left commercial building construction altogether in the 1950s to focus on building roads, bridges, and municipal infrastructure. This article includes a brief history and highlights recent bridge projects across the U.S.
- Alexander Wood. **The Structural Ironworkers of New York City, 1845–1895**. *B&L*, Vol. 30, Nos. 1–2 (Spring/Fall 2023), pp. 59–98. The life and work of trades that erected the city's first tall buildings, factory lofts, and iron-framed structures.

CONTRIBUTORS TO THIS ISSUE

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With Thanks.

Examines the skills, tools, and machinery that ironworkers used on the job and their efforts to organize to improve work conditions and pay.

- Claire Zimmerman. **Albert Kahn Inc.: Architecture, Labor, and Industry, 1905–1961**. MIT Pr., 2025. 488 pp., illus. Hardcover, $60. This study of Albert Kahn Inc., the architecture firm closely associated with the Ford Motor Co. and other auto companies, explores capitalism and political economy through the built environment of industry and culture. It provides a history of second-wave industrialization associated with the growth and development of the U.S. auto industry and its global footprint. With many illustrations, the book combines an analysis of industrial architecture with photographic evidence drawn from assorted archives.

Power Generation

- **Windmillers' Gazette**, Vol. 44, No. 1 (Winter 2025) includes Christopher Gillis, *Bergey Family Legacy in Small Wind-Electric Power Industry*; Christopher Gillis and Terry Jantzen, *A Serious Kansas Windmill with an Amusing Name*; Mike Brigolin, *Finished Windmill Part Mold: To the Foundry and Back*. Avail.: $20/yr., published quarterly. Christopher Gillis, Editor, P.O. Box 788, Buckeystown, MD, 21717; *www.windmillersgazette.org*.

Misc. Industries

- Josh Bornstein. **The Tannery and "The Shoe": A Deep Look Inside the Red Wing Shoes and S.B. Foot Factories**. *Stitchdown* (Oct 22, 2023). *www.stitchdown.com*. A factory tour of the shoe and tanning industries of Red Wing, Minn., which continue a thriving legacy dating to the mid-19th c.
- John Warren, ed. **Drilling For Salt: Salt Springs & New York's Salt Industry Origins.** *New York Almanack* (July 6, 2025). Avail.: *www.newyorkalmanack.com*. Extract from an 1893 report by N.Y.'s state geologist, describes the extraction and processing of salt from salt springs and salt mines in upstate N.Y.
- John Warren, ed. **The Discovery of Rock Salt in New York: Some History.** *New York Almanack* (July 8, 2025). Avail.: *www.newyorkalmanack.com*. Extract from an 1893 report by N.Y.'s state geologist, describes the discovery of salt springs near what is now Onandaga, N.Y.

Abbreviations

B&L = *Buildings & Landscapes*, Journal of the Vernacular Architecture Forum
IA News = Bulletin of the Association for Industrial Archaeology (U.K.), *www.industrial-archaeology.org*
NYT = *New York Times*
SCA = Society for Commercial Archeology
TICCIH = The International Committee for the Conservation of the Industrial Heritage, *https://ticcih.org*
WSJ = *Wall Street Journal*

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

Tour Great Britain's IA in 2026 with the Anthracite Heritage Museum

The Pennsylvania Anthracite Heritage Museum is sponsoring a 2026 study tour of Great Britain to explore significant heritage sites that contributed to the rapid global expansion of industrial activity from the late 18th into the 19th c. This 11-day tour will start in Glasgow on July 30 and end in Manchester on Aug. 9 and will include several UNESCO world heritage industrial sites in Scotland, England, and Wales. Key sites include: Falkirk Wheel, New Lanark, Manchester Science and Industry Museum, Quarry Bank Mill, Welsh Slate Museum, Black Country Living Museum, Iron Bridge Gorge, Derwent Valley Mills, Gladstone Potteries Museums, plus more. (Details to follow. Subject to change.) Info: *anthracitemuseum.org* or email Bode Morin at *bmorin@pa.gov*.

M.J. Richardson, Wikimedia Commons

New Lanark waterwheel.

Geoff Charles, Wikimedia Commons

Penrhyn Slate quarry.

Sean McClean, Wikimedia Commons

Falkirk Wheel, 2004.

BUFFALO (continued from page 8)

system still in place, as well as several machines for stamping and cutting steel, and other interesting artifacts. Tim turned on the line shafting and ran a couple of pieces of equipment, selecting from a lathe, a cutoff saw, grinders, a shaper, and a drill press. He is looking for a museum to take these items. When we found out that they'd recently installed a laser cutter in a building across the street, Tim graciously added that to our tour and we observed the state-of-the-art machinery cutting out baffles for heat exchangers.

As the bus pulled away we passed the **Mentholatum**, a daylight factory (1919) restored as an apartment building. Then we returned to Buffalo's iconic **Silo City** along the Buffalo River. We walked around the complex of concrete grain elevators, past Duende (where Saturday's banquet would be held), and got inside one of the buildings that has been adapted for office use.

The last stop was **Rigidized Metals**, founded as Rigid-tex Corp. in 1940 to provide textured metal for industrial applications. The company runs sheets of stainless steel and other metals through pairs of rolls to press various custom textures onto the metal. Customers use the products for partitions, wall panels, and other applications, such as the interiors of the elevators at the conference hotel. Current owner Rick Smith is the third generation of his family to run the company and all five shareholders are family members. We began our visit with a slideshow in a freight transfer station repurposed as a meeting room. The first application of the company's textured metal was in chutes for ammunition for naval artillery. Today, applications are numerous in the architectural, marine, and transportation sectors. They employ 55 workers in only one shift. Two managers walked us through, and we viewed the looping pit which takes the curl out of coils of sheet metal prior to passing the metal through the rolling mill, where the metal is texturized and cut to length. They also perform etching and engraving at another location.

Friday Tour 3: Industrial Processes and Products, Past and Present. Following an introduction to the **Univ. of Buffalo**'s campus history as a former state mental institution, we explored the university's **Fabrication Workshop**—capable of working wood, metal, and even marble and glass—to create both models and full-sized prototypes. The same hall also hosts the SMART (Sustainable Manufacturing and Advanced Robotic Technologies) Fabrication Factory that uses robotics and technologies like water jets, said to be "erosion on steroids," to facilitate research and create prototypes, all in cooperation with local industries like Rigidized Metals. These facilities are also used for the university's annual Architectural Ceramics Assembly Workshop aimed at furthering building restorations and high-performance façades.

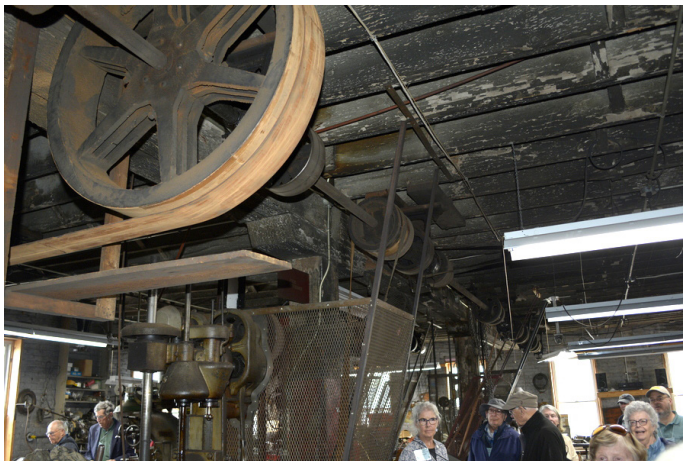
Our next stop was at **Oxford Pennant**, housed in a 19th-c. commercial block on Main St. The block's exterior side brick wall is emblazoned with the admonition to "Keep Buffalo A Secret." After an in-depth overview of the history of felt pennant production in America—illustrated with a plethora of examples—we were able to examine the sewing and printing operations of what is now the nation's leading manufacturer of felt banners and pennants.

Our first daylight factory of the day was the former FN Burt Box Factory, known now as **500 Seneca**. Here a donut-shaped floor plan and ample fenestration enhanced working conditions for employees. Completed in eight stages between 1901 and 1927, it stood largely vacant as recently as 2015. Considered too expensive to demolish, it has since been converted into 96 residential apartments and 30 commercial units through elaborate financing and state and federal tax incentives. Albert Kahn-style, mushroom-headed, concrete columns were highlighted in the 1927 portion,

(continued on page 19)

Tony Meadow

Among the buildings at the former Pierce-Arrow factory.



John Reap

Great Lakes Pressed Steel line shafting.

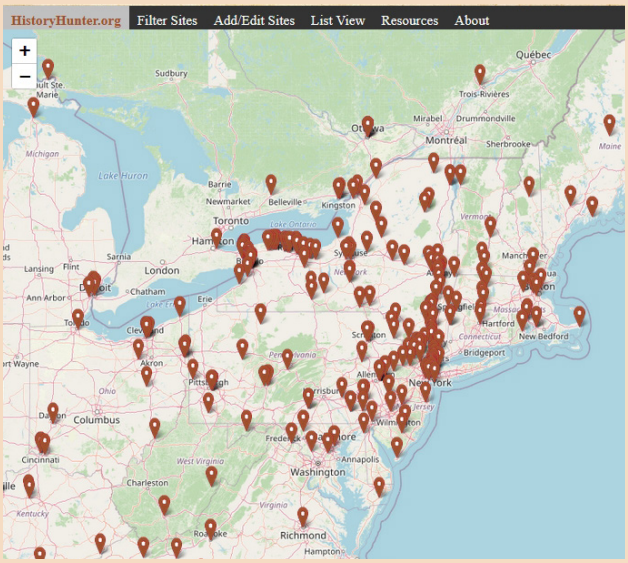
New Industrial Sites Website
HistoryHunter.org

The launch of a new website, *HistoryHunter.org*, was announced at the SIA conference in Buffalo. It is a free geographical directory of industrial heritage sites, plus other sites of commercial or architectural interest, in North America. The website was inspired by the creation of the SIA's Iron and Steel Heritage Forum (ISHF), and the initial focus was on sites related to the manufacture and processing of iron and steel to support the mission of the ISHF. Moving forward, many industries will be represented on the site.

Volunteer SIA member Randy Beck led the development of the website. The database was initially populated by Eileen Beck and John Mandell, and more sites continue to be added. The website features a map view of heritage sites and was designed with the traveler in mind, to make it easy to find sites of interest in specific geographical areas. Because industrial development was synergistic with developments in transportation, communication, distribution, retail, military, architecture, and science, sites of interest are broadly defined and categorized to include several related disciplines.

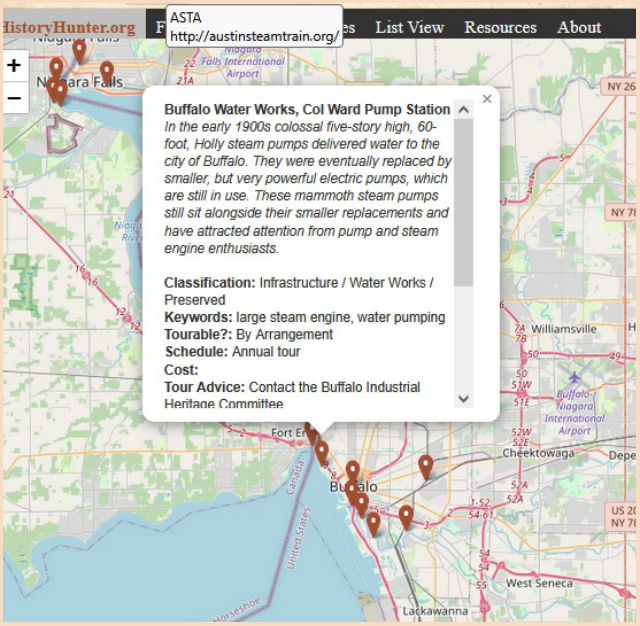
HistoryHunter.org development is ongoing and new features will be added. Based on feedback from the conference, the website has been enhanced to be more compatible with smart phones. Several new contributors are adding entries and now there are approximately 350 sites in the database. If you are interested in becoming a volunteer contributor, please send an email to *info@HistoryHunter.org*.

John Mandell



John Mandell

Screenshot of the website's interactive map page, showing industrial heritage site locations included in the database.



Screenshot example of an entry in HistoryHunter.org, showing details about a selected site.

CONFERENCES & WORKSHOPS

SIA Roebling Chapter's 44th Annual Symposium on Industrial Archeology in the New York and New Jersey Region will be held Oct. 11, 2025 at Stevens Institute of Technology, Hoboken, N.J. Information on the slate of speakers and registration will be forthcoming in Sept. Presentations are welcomed on history, archeology, preservation of industrial sites, artifacts and/or processes located in, or connected to, the N.Y./N.J. area. Each talk will be limited to 30 minutes, which includes time for questions. The symposium is open to the public so the presentations should be geared to that audience. Contact: Lynn Rakos, Symposium Chair, *lrakos@hotmail.com*. ■

The SIA's Statement on Federal Funding & Staff

Dear SIA Members:

At our last meeting of the SIA Board of Directors, we decided that we needed to draft a statement registering our opposition to the cuts the current administration is making, and proposes to make, to important federal programs that support industrial heritage in the United States. Board member Tony Meadow led the effort to craft the statement, and we had excellent input from members of the Board and others in SIA leadership.

A PDF version of the statement is available for download here: *https://www.sia-web.org/wordpress/wp-content/uploads/2025/06/SIA-Statement-on-Federal-Funding-and-Staff.pdf*.

Please feel welcome to distribute the statement and contact your representatives in the U.S. House of Representatives, the U.S. Senate, and other people you may know who contribute to shaping federal policy. Please also send it to industrial heritage museums and organizations you may know, so that they can be informed of our position on this urgent issue.

Sincerely,

Fred Quivik, President, Society for Industrial Archeology
June 30, 2025

SAVE AMERICA'S INDUSTRIAL HERITAGE—DON'T DESTROY IT!

American industry is vital to our national identity. It drove the United States' rise from a newly established country to the largest economy in the world. As our country prepares to celebrate the 250th anniversary of its founding next year, the Society for Industrial Archeology is concerned that we are jeopardizing the very parks, museums, and sites that tell the story of American industry and help us to understand our nation's strength.

The industrial heritage community is new compared to other heritage communities, but since its rise in the 1970s and 80s, it has accomplished a lot. Resulting from the work of organizations like ours, and with the support of the federal agencies and bureaus that back such work, Americans today can interact with and learn from our industrial past.

Our historic industrial sites and museums include the mines, mills, factories, utility and transportation facilities, and collections of documents, objects, and machinery that built our nation. Many are properties of the National Park Service, while others fall under the care of state and local agencies and thousands of nonprofit organizations. They operate on a varied mix of volunteers and staff whose work depends on funding through federal channels, in addition to state, local, and private support.

The significant reductions we are seeing in funding and staff to federal departments and programs will cut this work short. Sites will close, we will lose irreplaceable buildings, infrastructure, and collections, and Americans will lose their access to the iconic sites that represent our country's rise to greatness. If we are to understand what makes our country great, we must sustain our ability to preserve and present historically significant industrial sites that tell the stories of American industrial might.

We are particularly concerned with cuts to these agencies and bureaus:

- National Park Service (including the Historic American Engineering Record and the more than 20 park units that preserve industrial heritage),
- Historic Preservation Fund (including funding for state historic preservation officers),
- Institute for Museum and Library Services (including the Save America's Treasures program),
- Smithsonian Institution (including its affiliate the National Museum of Industrial History),
- National Endowment for the Humanities (which provides the majority of funding for state-level humanities programming),
- National Endowment for the Arts (including the Save America's Treasures program),
- Library of Congress,
- National Science Foundation.

The President and Congress have an opportunity to benefit and protect the historic treasures that embody our nation's proud ascendancy. We call on them to not only restore, but to increase staff and funding to these vital agencies and bureaus. They are vital to preserving the proud legacy of America's industrial history and heritage.

IA EXHIBITS

Behind the Seams: Clothing and Textiles on Nantucket, an exhibit at the Nantucket Historical Association (NHA) Whaling Museum (Nantucket, Mass.), will be on view through Nov. 2. The exhibit presents more than 150 objects from the NHA's costume and textile collections, including clothing, accessories, household textiles, and tools for sewing and textile production. Exhibit themes explore textile production from raw materials to finished garments, as well as the relationships, communities, identities, and values revealed by textile objects created and used by Nantucketers. Info: *nha.org*.

The Foundry Paintings of David Knapp will be on view through Mar. 29, 2026 at the National Museum of Industrial History (Bethlehem, Pa.). Engineer turned artist, Knapp spent his career building foundries—then painting them. This retrospective features six large-scale pieces that capture the scale of machinery, intensity of color, movement of molten metal and flame, architecture, and life within industry's walls. Info: *www.nmih.org/exhibits/exhibits/davidknapp/*. ■

CHAPTER NEWS

Northern New England gathered for a tour of sites around Merrimack, N.H. on May 30. The group met with town historian Chuck Mower at Watson Park, which was the site of numerous water-powered mills along the Souhegan River beginning in the 1730s. These mills consisted of cotton, woolen, shoddy, leather, nail, carpet, and excelsior mills, as well as shoe factories and a tannery. The last mill buildings were torn down in 2000 but some mill remnants are still visible today. The group also visited Mower's barn where he makes Windsor chairs. Tour stops were then made at various sites including Depot St., where a train depot and Reed's Ferry were once located; a large mill complex, formerly the Fessenden and Lowell Cooperage in the mid-1800s; the site of Matthew Thornton's ferry; and the recently opened New England Typewriter shop, including a talk with the shop owner and viewing of early 20th-c. typewriters.

Northern Ohio (NOCSIA) held its annual business meeting on Nov. 14, 2024, in Huron, Ohio, a Lake Erie port 50 miles west of Cleveland. The group toured Huron's harbor area, then met in a local restaurant. Over dinner, member Don Johnson recounted his career as a nuclear engineer at NASA's Plum Brook Station test facilities in nearby Sandusky. Once a major shipping point for iron ore and coal, Huron's harbor is now home only to fishing charters, recreational boaters, and quaint waterfront bars. NOCSIA elected a new slate of officers: President Ron Petrie, Vice President Mary Starbuck, Secretary Guy Marentette, and Treasurer Diane Kazack.

The chapter met on May 7, 2025, for a half-day walking tour in downtown Akron (SIA Fall Tour, 2023), to celebrate the 200th anniversary of the founding of Akron. The tour began with breakfast at ACR Coffee Lab, located in an adaptively reused factory building, in what was once the

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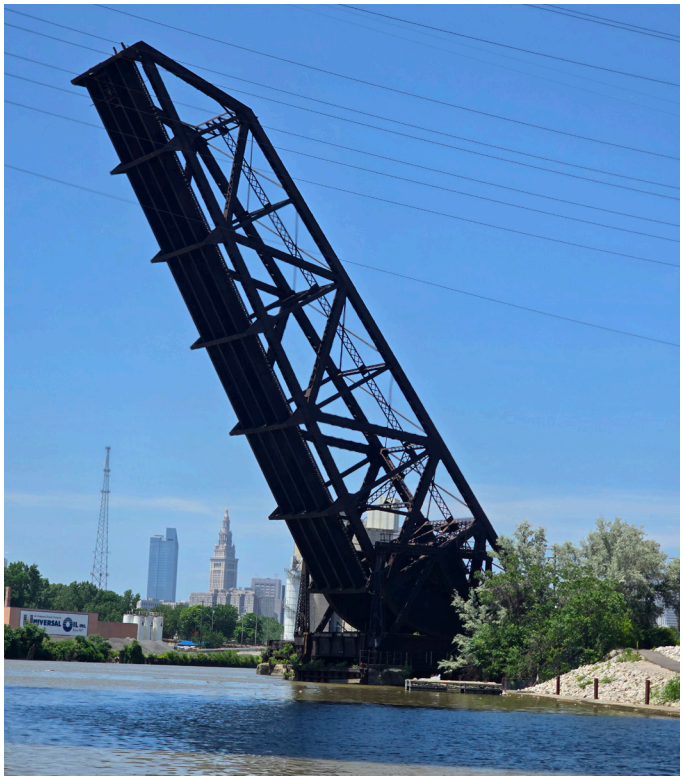
Carol Poh

A light has marked Huron Harbor since 1835, when the city was a busy commercial port and shipbuilding center. The current 80-ft. Huron Harbor Light was erected in the 1930s, and was listed on the National Register of Historic Places in 1991.



Lisa Johnson

NOCSIA's river tour featured many IA views.

Lisa Johnson

NOCSIA members cruise the Cuyahoga River.

IA IN ART

An assemblage art exhibition reflecting on industry and lives exploited for child labor, TURNING the/into TOOLS will be on display in Roseburg, Ore., at the Umpqua Community College Art Gallery through Oct. 15.

Artist Ralf Huber [SIA] focuses on environmental and social justice issues, and in this exhibit he draws heavily from the Industrial Revolution of the 19th and early 20th c., covering an array of industries and their role in using children as human capital. The Industrial Revolution brought child labor to new extremes. While factories during this period did not have any policies protecting workers, children were particularly vulnerable. Children were valuable in the overcrowded factories due to their small size and ability to maneuver in small spaces or mines. In addition, factory owners found children much easier to manage, having fewer demands, and they could be paid far less than adults.

The exhibition tries to shed light on the atrocities in using children to do not only adult's work but grueling work. This cohesive series of more than 50 pieces is based upon real people and events, providing a visual narrative accompanied by explanatory text. Huber writes, "The focus on this period of time is very intentional—the toil and suffering of these children needs to be both remembered and honored, for their sacrifices contributed measurably to the wealth we now live in." The pieces in this exhibition shall also inspire the viewer to build the bridge from the past to present practices of child labor and exploitation around the world—all to satisfy the hunger for cheap goods and profit. ■

Ralf Huber

Title: Shorpy. Exhibit text: Henry Sharpe ("Shorpy") Higginbotham. A greaser at a mine in Alabama. 13 or 14 years of age at that time (1910). Drafted to the 1st World War age 18. Died in a mining accident age 31, crushed by a rock. A life not lived.

Ralf Huber

A view of the exhibit displayed in Roseburg, Ore.

CHAPTER NEWS (continued from page 17)

largest rubber processing complex in the world. The 38-acre, 90-structure complex was occupied by BFGoodrich from 1871 until 1987. After breakfast, the group visited two former factory buildings, now used by a large variety of tenants for storage, warehousing, business offices, and light industrial activities. For example, S4 Mobile Laboratories makes equipment to probe and analyze soil spectroscopically. This equipment is used for archeological, forensic, and agricultural purposes. After touring S4 Labs, the group walked along the Ohio & Erie Canal through downtown Akron to the Akron History Center, a new museum dedicated to the cultural, industrial, and natural history of Akron. After touring the Akron History Center, the group finished the morning with lunch at a nearby restaurant.

On June 25, the chapter made an up-close inspection along the Cuyahoga River, with a boat ride followed by a hike through the flood plain area known as the Flats, adjacent to downtown Cleveland. The group met for lunch at Merwin's Wharf, a riverside pub and dock operated by Cleveland Metroparks at Irishtown Bend. Then we took a two-hour cruise five miles up the river and back led by Metroparks historian Doug Kusak, to study bridges, development, and many river-oriented places and activities. Although chemical plants and oil refining have disappeared from the area, there are still massive steel mills and cement plants in the Flats, which receive raw materials from ships navigating upriver from Lake Erie. After the cruise, the group hiked from Merwin's Wharf to the mouth of the Cuyahoga

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BUFFALO (continued from page 14)

an addition overseen by Mary Cass, the company's general manager between 1909–1935.

We drove past the **Larkin Soap Co.**, which took an alternative approach to daylight factory architecture. The Larkin factory's tall-and-narrow block allowed ample natural light into the interior, and several first-floor bays on opposite ends enabled trains to enter and pass through the building's entire length. Bringing the receiving and shipping departments to the heart of the building also gave the tall-and-narrow building a noticeable elongation. Unfortunately, the use of modern, historically inappropriate, blue-tinted windows, installed as part of a recent rehabilitation project, detracts from its otherwise fascinating architectural character.

The former William Kreiner Malt House was originally built in 1890. Storage silos were added in 1926, and the main malt house was modernized in 1936. The complex was converted into the **Silos at Elk St.** as the headquarters of an architectural firm, several residences, and smaller businesses. Displays, including some original machinery such as the manlift, are dedicated to explaining the malting process and to highlighting documents from the Kreiner family archives. Among the office adaptations was converting a 7,608-gallon, riveted-steel, steeping tank (1936) into a "think tank" for a half-dozen employees.

Lunch was served at Gene McCarthy's in the Old First Ward. Along with tasty sandwiches and beer, we viewed stained glass renditions of grain silos.

Following lunch, our first stop was at the **Archer Daniels Midland** (ADM) flour mill (1924), built as an addition to the historic Great Northern Elevator (1897), unfortunately recently demolished. Processors of both flour and animal feed, their largest clients are General Mills and Milk-Bone. Using the 1956 passenger elevator, which the guide described as having "Greek Revival" styling, we visited the grinding, sifting, and packaging operations. One hundred original roller mills driven by line shafting from the floor below are being replaced with fewer, more efficient, modern mills that use the same basic technology. Packaging—King Arthur Flour at the time of our visit—was done on a highly automated, computer-driven system.

Across the street was the former **Cooperative Grange League Federation Elevator complex**, constructed between 1908 and 1941. Abandoned in 1974, it stood vacant and under threat of demolition until transformed in 2011 into **RiverWorks**, a multi-use recreational facility where activities seem to have few bounds. The site has hosted concerts, ice hockey, roller derbies, axe throwing, and ziplines. Additional attractions include a Ferris wheel, a London double-decker bus, a sailboat, and (what else, of course) a welded, scrap metal sculpture of a buffalo.

Our day concluded at **Silo City**, a 27-acre collection of historic concrete grain elevators. First, we explored the **American Malting Co.** building (1906), an eight-story concrete mill being converted into 168 residential units. Efforts have been made to incorporate industrial elements of the building in the adaptation. The funnel bottoms of steel silos will become a gallery space and truncated silos with overhead lighting in an upper floor will transform into a unique gathering space. From there, we explored a wide expanse of abandoned concrete silos, dating from 1906 to the 1930s. Among them were the remnants of a marine leg (vertical conveyor) and its tower for unloading grain from ships.

Friday Tour 4: Harnessing the Power of Niagara Falls. A drive-by of several power-related sites along the Niagara River took us to North Tonawanda and the **Herschell Carrousel Factory Museum**. In a city that rose to prominence on lumber, the manufacture of wooden carrousel horses seemed a good fit. Allan Herschell took over several wooden buildings that had been used to build greenhouses and built a roundhouse (1914) to test rides. He pioneered the American box technique that sandwiched a laminated wooden box between two solid wood outer layers for carving and painting. Construction was with glue only, no screws or nails, and the horses were hand painted. And yes, there was an operating carousel in the roundhouse, and we all got to take a ride! First time in decades for yours truly (DB).

The **Love Canal** was built as a power canal but soon abandoned. The Hooker Electrochemical Co. used it as a

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Tony Meadow

ADM as seen from the Sunday tour boat.

Fred Quivik

One roll from a pair of rolls used to press a texture onto sheets of metal at Rigidized Metals.

covered. Thank you!"

IA Journal. President Quivik reported that number 46 will be the last number in the initial series of *IA: The Journal of the Society for Industrial Archeology*. A new series will start in 2026, leaving a four-year gap. He reported that the Journal Committee has been in negotiations with Ted Grovstad-Nordbrock, Iowa State Univ. (ISU), to take over as editor of the new series of the SIA Journal. Fred reminded members that Ted gave a presentation at the Minneapolis conference last year. The contractual arrangements are being worked out and are expected to be finalized shortly. Discussions about future issues are already in progress. An editorial board to help with finding articles is being planned.

Tours & Conferences. SIA Events Coordinator Courtney Murtaugh reported that this is her seventh conference and that she is enjoying it. She reported that a group is updating the conference manual. She reported that last year's conference broke even and that the cost of food is still a challenge. She reported that we exceeded our expectations for attendees at this conference, with 147. She noted that this year's Fall Tour will be in Tennessee to see the TVA and Oak Ridge on Sept. 25–28.

Christopher Marston announced that next year's conference will be in Norfolk, Va., with dates to be determined. He mentioned several possible tour sites and noted that there is lots to see there.

SIA Strategic Plan. Dave Vago reported on the background to the Board's adopting a strategic plan at its March meeting. He stated that getting all SIA committees up and running will be an ongoing process and involve new routines for communicating and implementing the work of the organization. In addition, creating an annual plan of work, based on the strategic plan, is a new process.

He noted that these are new and untested opportunities. Success will be based on our ability to follow through, communicate, solve problems, and adjust our work. The most important result of all our work is that we have created a shared vision and goals for SIA.

He stated that he and John Mayer have been honored to serve the organization, and they are proud of this accomplishment.

Eric DeLony Industrial Heritage Preservation Grants. The DeLony Industrial Heritage Preservation Grants Committee report was read by Duncan Hay. SIA furthers our mission and tries to put our money where our mouth is through annual Industrial Heritage Preservation Grants in the amounts of $1,000 to $3,000. These are also known as DeLony Grants in honor of Eric DeLony, a founding member of SIA and onetime head of HAER, whose estate helps fund the grant program.

We received several applications this year. The selection committee recommended funding two projects, and the Board ratified those recommendations at their meeting on Thursday. This year's grants are: $2,500 to the Leverett Historical Commission to support an archeological survey and LIDAR mapping of the Graves Ironworks site in North Leverett, Mass.; and $3,000 to the Fort Walla Walla Museum in Walla Walla, Wash., to support preservation of the 1878 narrow-gauge 0-6-0 Blue Mountain Locomotive, the state's oldest surviving locomotive.

Duncan thanked committee members Paul White and Suzanne Wray for their thoughtful review and analysis of these applications and Daniel Schneider at SIA Headquarters for his support. Duncan also encouraged all SIA members to help get the word out and let colleagues know that SIA has a grant program that supports the study, preservation, and interpretation of North America's industrial heritage. The application deadline is Mar. 1 each year. The process is not onerous, details are on the SIA website, and would-be applicants are encouraged to chat with members of the committee as they are preparing their submittals.

Student Travel Scholarship Award. Scott See provided the following report.

Each year the Society awards travel scholarships to assist with 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, the travel scholarship committee awarded three scholarships. Recipients are Kyle Parker McGlynn, Ph.D. candidate, Industrial Heritage and Archaeology Program, Michigan Technological Univ.; Simmone Stern, Master of Architecture candidate, Massachusetts Institute of Technology; and Chris Trevino, Master's degree student, Industrial Heritage and Archeology program, Michigan Technological Univ. (See feature elsewhere in this issue.)

Scott asked members to join him in congratulating and extending a warm welcome to our 2025 travel scholarship recipients.

Vogel Prize. President Quivik reported that the Vogel Prize, awarded for the best article over the past three years, was not awarded this year, because we have not published an issue in the last three years.

General Tools Award. Tim Tumberg read the introduction to the General Tools Award presentation. As an added element of the presentation this year, to recap the accomplishments of the 2025 General Tools Award winner, former General Tools Co. Chairman Gerry Weinstein read the award citation. Award recipient Mary Habstritt expressed thanks and delivered a statement in accepting the award (see article elsewhere in this issue).

Chapter Recognition. Due to a lack of time, the traditional chapter roll call was omitted.

Nominations Committee. Ron Petrie, Chair of the Nominations Committee, read his report:

One hundred twenty-three members voted online and another 12 by mail, which means that 20 percent of the mem-

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chemical waste dump from 1942 to early 1954. By that time, housing development had reached the area, and a school was soon built on land purchased from the company. A rise in the water table following the blizzard of 1977 led to the unwelcome emergence of chemical drums in people's back yards. Clusters of cancers and birth defects were also being observed. Initially, a system of drains, caps, and leachate treatments was put in place, but soon hundreds of families were evacuated and their homes demolished. Legal proceedings and apportionment of costs are ongoing, as is the environmental activism generated by the incident. Lois Gibbs, a housewife who led the Love Canal Homeowners Assoc., is still working as an activist.

Echota was a planned worker housing community built by the Niagara Falls Power Co. starting in 1896. They engaged the famous architect Stanford White to design the community and the houses and, atypically for the time, included electricity and indoor plumbing. Seventy-two houses were built in a "conservative" style, but many have since been demolished. More recently, Habitat for Humanity has constructed a number of homes on vacant lots.

The tour's next stop, the **Adams Transformer House**, is a surviving remnant of the Adams Power Plant (1895), though the original powerhouse was demolished in 1964. Now vacant, the building has solid, traditional-looking architecture exemplifying the effort to build a sense of comfort and trust in the public around a technology viewed at the time as barely contained lightning.

With a fortune derived from tanneries and an astute appreciation of the promise of electricity, Jacob Schoellkopf built three power plants slightly below the falls along the Niagara River comprising the **Schoellkopf Power Station**. Water was brought by canal from the river above the falls to power the generators. At the top of the cliff were offices and auxiliary buildings. At its peak, the facility generated 450,000 HP. On June 7, 1956, a catastrophic collapse caused by water leakage destroyed stations B and C and killed one worker. Station A was restored to operation within one year with replacement equipment, and the Robert Moses Niagara Power Plant was completed a few years later to plug the gaping hole in Buffalo's power supply.

After the Schoellkopf disaster, the New York Power Au-

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Kathryn Fox

A view of General Mills during the Sunday cruise.

John Reap

Grain elevator flight of buckets.

thority approved construction of a new, larger plant in 1957, and the **Robert Moses Niagara Power Plant** opened in 1961, with a total power output of 2,300 MW. It was said to be the largest power plant in the Western Hemisphere at the time and created a need for more explicit water regulation around the falls to balance the requirements of power generation and scenic attractiveness. The group was able to visit one of the intake gates, beside the river above the falls. These can be rapidly closed if the need arises to shut off water to the power plant and also help keep ice and fish out of the intake. We then proceeded to the **Lewiston Pump Generating Plant** reservoir just beside the forebay of the dam. It allows water to be pumped into the reservoir at night when demand is lower and then released during the day when demand is higher.

The **Buffalo Sewer Authority** operates the second-largest sewer system in N.Y. State, with 850 mi. of sewer lines. These lines were built in the late 1930s to intercept earlier conduits that fed untreated sewage into the river and direct the flow to a treatment facility. Improvements continued through the 1950s and 1960s and were given further impetus by the Clean Water Act. Secondary treatment was added in 1979. Over the past ten years, ten new Smart Sewer facilities have been added to minimize overflows and get more flow to the plant for treatment. Renovation of the primary clarifiers is underway, and improved sludge and solids handling equipment is being added. The final product is a sludge cake at 25–28% solids, which is incinerated.

Sunday Tour 1: Buffalo Harbor Cruise. As we explored Buffalo from the water, we learned about the evolution of the storage and transfer of grain in Buffalo. The completion of the Erie Canal 200 years ago solved the problem of navigating past Niagara Falls. Goods and people could be moved along a water route from anywhere on the Great Lakes to the Hudson River, and from there to the more densely populated cities in the Northeast. But grain had to be transferred from the lake ships to canal boats.

The grain storage and transfer industry thrived until two construction projects changed everything. Canada's Welland Canal, which opened nearly contemporaneously with the Erie Canal in the mid-1820s and is now on its fourth enlarged iteration completed in 1932, allowed shipping to pass from Lake Erie to Lake Ontario. This diverted some grain ships to ports on Lake Ontario, but Buffalo continued to handle large volumes of grain transfers. The final link to the East Coast was the St. Lawrence Seaway, completed in 1959. There was no need to transfer grain to canal boats, and soon silos stood empty, as most do today.

As our cruise began, we passed the original entrance to the **Erie Canal**, which is only a small inlet. It was easy to see why the grain storage and transfer industry needed more room. A ship full of grain from the Midwest had to pull alongside the port in order to unload efficiently.

At first, grain was transported in bags, which meant workers had to carry the bags from ship to boat. This was slow and backbreaking work. In 1842, Joseph Dart built the first grain elevator, which used buckets on a conveyor belt to lift grain into tall wooden storage buildings. The grain could now be shipped in bulk, rather than in bags, which improved efficiency. While Dart's elevators were a great step forward, the average lifespan of a wooden grain elevator was less than ten years, so they all are gone. The next step in the evolution of grain storage was the use of steel. Steel solved some problems, but could get too hot and spoil the grain.

The first concrete grain elevator was built in Minneapolis in 1899. By 1906, Buffalo was building them, too. Although more than one-third of Buffalo's documented grain elevators have been lost since the HAER survey in 1990–91 (search "Buffalo grain elevators": *www.loc.gov*), we had plenty to look at. Because they are built right at river's edge, we had a close look at some of the details. The concrete silos were slipform construction. A round form would be filled, and when the first ring of concrete hardened enough, the form would be slipped upward and the next ring would be poured.

SITES & STRUCTURES

The former **Cleveland Milling Co. site** on the Cuyahoga River in Cleveland is potentially under threat from redevelopment, and SIA and the SIA Northern Ohio chapter (NOCSIA) are advocating for its preservation and reuse. Ideastream Public Media reported on Aug. 14, 2025 (*www.ideastream.org/community/2025-08-14*) that Cleveland Metroparks is seeking to work with Cleveland-area development firms to "preserve, restore and redevelop historic properties on a key portion of the Columbus Road Peninsula." The group is seeking to "reimagine" roughly 15 parcels on the west side of the Columbus Peninsula, which include grain silos built in the 20th c., and a wood elevator dating from the 19th c. In a joint letter to Cleveland Metroparks CEO Brian Zimmerman, SIA President Fred Quivik and NOCSIA President Ron Petrie expressed support for preservation but noted that "Cleveland Metroparks has stipulated that it will retain 30 feet adjacent to the Cuyahoga River for the purpose of a public trail. Such a stipulation will necessarily have an adverse impact on the very properties that the park district is hoping to redevelop. We are therefore writing to urge Cleveland Metroparks to consider allowing some creative latitude in this demand." The letter highlights the historic significance of the former Grain Craft complex, which "constitutes a unique visual, architectural, and historic landmark in the heart of Cleveland's Flats. It is a significant feature of the Ohio & Erie Canal National Heritage Corridor and is listed on the National Register of Historic Places as part of the Cleveland Centre Historic District." *SIAN* will continue to follow this developing story. ■

As the forms were lifted, they left construction joints on the concrete, still visible today. At **Concrete Central**, we saw a row of silos a quarter-mile long. At the time it was built in 1915, Concrete Central was the largest grain transfer elevator in the world.

As we sailed along the river, a sweet smell washed over us. Cheerios! We passed the General Mills site, where Cheerios, Lucky Charms, and other cereals are made. General Mills has one of the two grain elevators still in use in Buffalo. The other active site belongs to Archer Daniels Midland (ADM). They own the Standard Elevator and a mill that produces flour for General Mills, King Arthur, and other companies.

Next to the ADM mill, we could see an empty space, which was the location of the Great Northern Grain Elevator, unique in Buffalo because it was the last of the old steel grain elevators, built in the late 1890s. The steel structures were enclosed by a brick curtain wall. The site had been unused for many years by the time ADM bought the property. ADM tried to get permission to take it down but was refused until a storm damaged the curtain wall a few years ago. The structure was declared unsafe and demolished, still a sore point with local preservationists.

We saw Silo City, as well as some of the adaptive reuse at the Riverworks entertainment complex. The outside of one silo is now a climbing wall. Another building has been cut open to look like a shark's mouth and visitors can zipline into it. Perhaps the most unusual reuse is Wonder Church, which holds their Sunday service in the basement of a silo.

In addition to the planned tours, the Steel Plant Museum and the Buffalo Harbor Museum both generously welcomed a group of SIA members to visit during extended hours.

SIA thanks the many volunteers and organizations that made this conference possible, including the Buffalo planning committee: Paris Roselli (chair), Kerry Traynor, Annie Schentag, Patrick F. Ryan, and guidebook contributors and tour leaders Annie Schentag (who wrote the guidebook), Kerry Traynor, Greg Delaney, Bradley Everdyke, Patrick F. Ryan, and Lisa Murray-Roselli (guidebook editor); local organizations and sponsors: Lipsey Architecture Center Buffalo and kta preservation specialists; SIA leadership and board members, headquarters manager Daniel Schneider, and events coordinator Courtney Murtaugh; and staff at each of the places visited during our tours and events.

With contributions by Diana Bouchard, James Bouchard, Kathryn Fox, Mary Habstritt, Patrick Malone, Christopher H. Marston, William McNiece, Tony Meadow, Ron Petrie, Carol Poh, Fred Quivik, John Reap, David Simmons, Melinda Simmons, Marni Walter, and Steven Walton

Patrick Malone

F1 tour group cruises through Lockport.

Minutes *(continued from page 20)*

bers 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: Steven Walton, Secretary; Nanci K. Batchelor, Treasurer; Colin Batchelor and Marty Johnson, Directors; and Scott See, Nominations Committee. All positions are a 3-year term.

Recognition for Outgoing Board Members. President Quivik recognized outgoing board members James Bouchard, Tim Tumberg, and Martha Mayer. He noted that James is retiring after nine years as secretary.

Adjournment. At 1:57 p.m. EDT, President Quivik asked for adjournment, which was duly moved, seconded, and carried.

Respectfully submitted,
James Bouchard, Secretary

Chapter News *(continued from page 18)*

through a 19th-c. industrial area that is rapidly giving way to parks, night clubs, and condominium developments. The group hiked past historic grain elevators that may soon be demolished in order to expand the riverside park. After the hike, the group stopped at Forest City Brewery, on the site of an 1888 brewery forced to close during Prohibition, which recently reopened as a microbrewery.

Ron Petrie

Oliver Evans presented a special library program at the Parkway Central Library, Philadelphia, Pa. on June 11. Stories of Philadelphia's city planning and development were highlighted during a presentation by Marija Gudauskas, coordinator for the Government Publications collection. Materials related to transit history and city planning were available for hands-on browsing and discussion, allowing attendees to visualize what came to be and what could have been. ■

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CALENDAR

2025

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

Oct. 11: Roebling Chapter 44th Annual Symposium on Industrial Archeology in the New York and New Jersey Region, Hoboken, N.J. See note in this issue. Info: Lynn Rakos, Symposium Chair, *lrakos@hotmail.com*.

Oct. 14–17: Big Stuff 2025: Skills and Machines—A Living Partnership, Ghent, Belgium. Info: *bigstuff2025.info*.

2026

***Jan.* 7–10: Society for Historical Archaeology 2026 Conference on Historical and Underwater Archaeology, Detroit, Mich.** Info: *https://sha.org/*.

***April* 15–19: Society of Architectural Historians Annual International Conference, Mexico City, Mexico.** Info: *www.sah.org*.

May 28–31: SIA 54th ANNUAL CONFERENCE, NORFOLK, VA. See preview article and call for papers in this issue. Info: *www.sia-web.org*.

***Sept.* 16–19: National Council on Public History (NCPH), joint conference with the American Assoc. for State and Local History (AASLH), "The Work of Revolution," Providence, R.I.** Info: *https://ncph.org/conference/2026-annual-meeting/*.