

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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Number 2

AMERICAN TEXTILE HISTORY MUSEUM MOVES MACHINES SOUTH

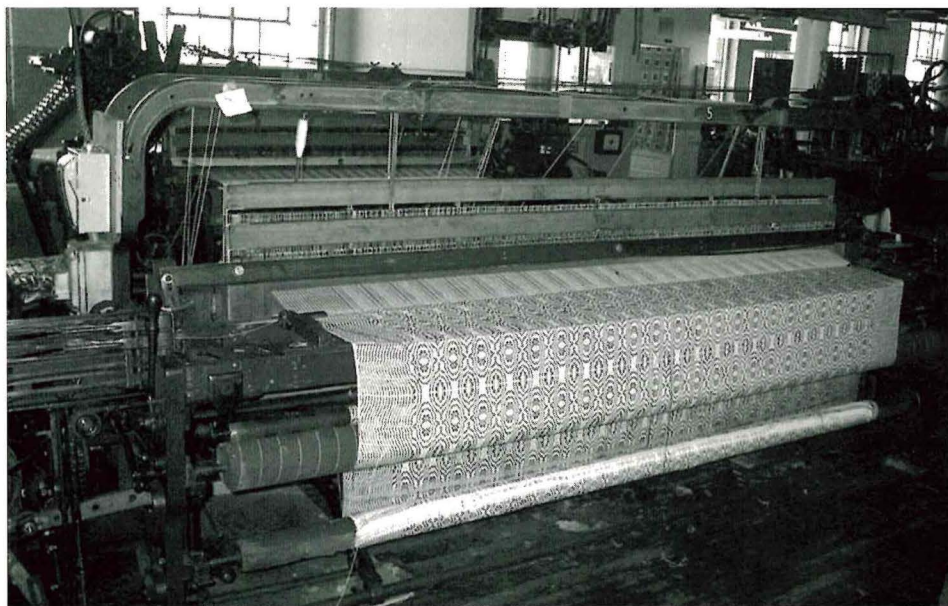
In a striking parallel to the pullout of New England's textile industry over a century ago, the American Textile History Museum (Lowell, MA) is moving its industrial machinery collection—arguably the largest and most significant in the U.S.—to Franklinville, NC. In a related development, ATHM has named Southern textile historian Lowell McKay (Mac) Whatley to the new position of Adjunct Curator of Machinery.

According to ATHM's President and CEO, James Coleman, Whatley joins the museum in connection with the long-term goal of establishing a satellite museum in North Carolina where there is a strong history of textile production. This is seen as part of a strategy of becoming more of a "national" museum with greater public access to

the museum's collections. Richard M. Candee [SIA], Advisor and Chairman of the ATHM Collections Committee, said, "This move greatly increases the survival and interpretation of the museum's world-class collection of large industrial machinery. We welcome Mac Whatley as a skilled and knowledgeable colleague and look forward to a much expanded use and interpretation of these collections." The museum is actively seeking out potential partnerships in North Carolina and around the South.

ATHM will be moving the machines over the coming months. Franklinville has a rich textile history. The first mill on the Deep River was established in 1836, making it one of the earliest textile mill towns in North Carolina's Piedmont. The 1836 mill does not survive, but a portion of a subsequent mill dating to the 1840s does. There are no

(continued on page 2)

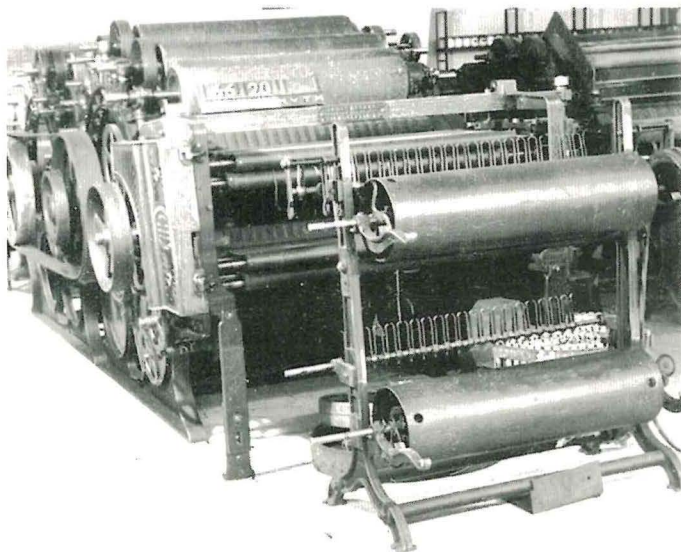


ATHM photos

Crompton & Knowles Loom, Model W-3, made in Worcester, MA, ca. 1890. The loom is among the many textile machines that ATHM is moving from Lowell, MA to Franklinville, NC.

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- Schell Memorial Bridge, Northfield, MA
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- Railroad Section Camp Archeology, Scales, NV
- Edison Tower Restoration, Edison, NJ



The ATHM's Davis & Furber carding machine set, ca. 1870.

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; couple \$55; full-time student \$20; institutional \$50; 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; e-mail: SIA@mtu.edu; 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.

TO CONTACT THE EDITOR: Patrick Harshbarger, Editor, *SIA Newsletter*, 305 Rodman Road, Wilmington, DE 19809; (302) 764-7464; e-mail: phsianews@aol.com.

longer any active textile mills in Franklinville.

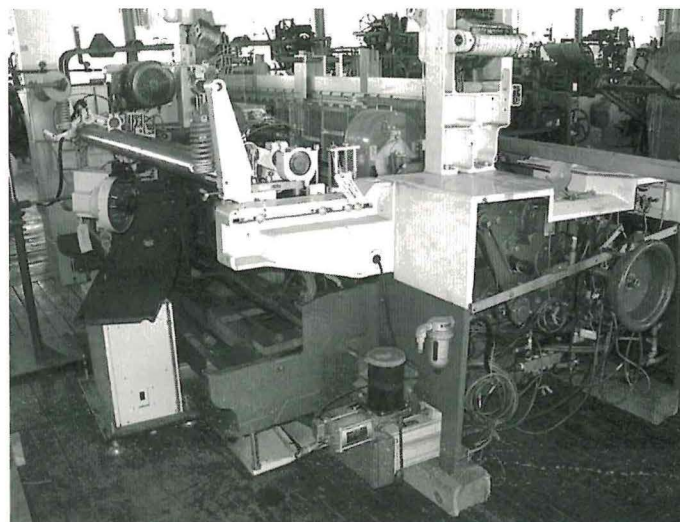
Mac Whatley is trained as an architectural historian, with a degree from Harvard and experience with the Virginia Research Center in Williamsburg and the Historic Preservation Section of the NC Dept. of Cultural Resources. He also holds a masters in library science from UNC-Chapel Hill and a law degree from NC-Central University in Durham. Today, he is a practicing lawyer in Asheboro but remains very active in the pursuit of textile history. He is also former mayor of Franklinville.



**Mac Whatley,
ATHM Adjunct
Curator of
Machinery**

In 2005, the *Boston Globe* reported that ATHM might have to close because of financial shortfalls caused by decreases in endowment income and inability to support an expansion of its programs, which had included a major new exhibit in Lowell. The museum has recently begun to regroup, including the announcement of a partnership with the University of Massachusetts, Lowell (UML). The museum is currently working on a major renovation of its core exhibition, *Textiles in America*, and will be working with faculty to develop displays featuring the importance of nano-technology in the manufacture of cutting-edge textiles. The ATHM-UML agreement will include reciprocal access to library collections, internship opportunities for students, and inclusion of ATHM programs in the UML curriculum. ATHM and UML staff will meet periodically to discuss topics for student assignments such as identifying appropriate subjects for oral and video history projects. It is also envisioned that ATHM will co-sponsor symposia with the Tsongas Industrial History Center.

Adapted from ATHM press releases



Nissan loom in the ATHM collection.

Southern Textile Mill News

Many news clippings have been crossing this editor's desk describing adaptive re-use and threats to southern textile mills, no doubt a reflection of the industry leaving the South, much as it left New England in the past century. Southern mills, especially those in small towns and cities where adaptive re-use of the huge interior spaces is unlikely, have been disappearing quickly. In the past three years in NC alone, major mill complexes have been demolished in Burlington, East Spencer, Hickory, and Kannapolis.

Victor-Forstmann is closing its 60-year-old mill in East Dublin, GA. The plant produced the wool fabric used to make baseball caps, but it lost its largest customer when Major League Baseball decided to switch from wool to polyester. The plant was established in 1947 under the name of J. P. Stevens, but it was bought by Forstmann in 1986, and later became Victor-Forstmann after Victor Woolens, a Canadian company, purchased it at auction in 1999. In its heyday the plant had more than 1,500 workers.—*Macon Telegraph* (Mar. 3, 2007)

Peerless Woolen Mill in Rossville, GA (near Chattanooga) was established in 1905 and at the time claimed to be the largest woolen mill in the world. The mill produced more blankets for soldiers during WWII than any mill in the nation. It was sold to Burlington Industries in 1952 and closed in 1967. Since then the 27-acre expanse of brick buildings has been used for storage and office space, but it is now mostly vacant. City officials are discussing the mill's future but no concrete plans are yet in place. Some believe that demolition is the only realistic option.—*Chattanooga Times Free Press* (Mar. 12, 2007)

One of Augusta, GA's oldest surviving mills, the **Sutherland Mill** (1887) along the Augusta Canal, has been purchased by a developer with a proven track record of restoring historic industrial buildings, including the nearby **Enterprise Mill**. Sutherland will be cleaned, stabilized, and remodeled for condominiums or offices.—*Augusta Chronicle* (Mar. 23, 2007)

South Carolina has launched the largest economic development study in the state's history to explore alternatives for revitalizing the Savannah River Basin's many abandoned textile mills, including the **Graniteville Mills**, which was the South's first planned textile mill community, established in 1845. The study, which is being conducted by the Economic Partnership of Aiken and Edgefield Counties, is bringing together government officials, business leaders, and development experts.—*Augusta Chronicle* (Mar. 25, 2007)

The **Eagle & Phenix Mills** in Columbus, GA, are being redeveloped as retail and residential space. The mill com-



HAER GA-108.

Eagle & Phenix Mill, Columbus, GA.

plex, which was established in the mid-19th century, is situated on a 16-acre parcel adjacent to the Chattahoochee River. The mill's last owner, Pillowtex Corp., sold the property to developers for \$5.8 million in 2004. Since then, the owners have demolished some buildings deemed as "non-historic" and repaired other buildings that have been identified as having potential for adaptive re-use. In the meanwhile, Columbus Bank & Trust has paid tribute to the textile heritage with the unveiling of a bronze sculpture of a female mill worker with her skirt caught in the gears of a machine. The story goes that in 1883 an employee of the Eagle & Phenix Mills caught her skirt, and, as it ripped, her life savings fell to the floor. Realizing that she had used the lining to protect her valuables, factory managers offered her a safer alternative in the mill vault. Out of this act of kindness was eventually born CB&T.—*Columbus Ledger Enquirer* (Jan. 22 & 26, 2007)

Belmont (NC) Historical Society is opening a new Cultural & Heritage Learning Center dedicated to the history of the mill town that grew around the **Chronicle Mill** (est. 1902). The center is in the house built in 1899 by Robert Lee Stowe, Sr., Chronicle's founder. The new exhibits cover a range of local history topics from life in the Stowe company villages to sports heroes.—*Charlotte.Com* (Apr. 29, 2007)

Schell Memorial Bridge Threatened

In 1987 the Northfield (MA) highway department took its flat-bed truck to the east side of the Schell Bridge, lifted a steel barrier off the truck, welded it to the bridge, and then did the same to the west side. Ever since, the bridge over the Connecticut River has remained closed and slowly but surely, with lack of maintenance, been allowed to deteriorate.

Schell Memorial Bridge was built in 1903 by Francis R. Schell, a wealthy diamond merchant from New York City who came to Northfield to stay in his country home, which he called "The Chateau." To reach his property, he traveled from the railroad station in West Northfield across a double-decked bridge that carried a roadway on the lower deck and a railroad on the upper. Reportedly, one day Schell was crossing the bridge in a carriage when sparks, cinders, and the noise of a passing train frightened the horse and almost spilled Schell and his passengers into the river. After this terrifying experience, he decided a new bridge was needed.

Schell hired consulting engineer Edward B. Shaw of Boston, and work began. According to a HAER report completed in 1990, "The Schell is unique in that it functions as a continuous truss under a live load; under dead load it works as a simple truss span with cantilevered ends. Freight car springs placed under the abutment ends of the bridge counter

upward movement of the ends when the bridge had a live load in the center." Not only does the bridge have some unusual engineering details, it is also considered one of the more architecturally engaging bridges in the region for once Schell decided to make the bridge a memorial bridge to his deceased father, he had the engineer add ornate Gothic Revival-style details. The 515-ft.-long bridge has a distinctly light and airy appearance. Its Gothic Revival elements were reportedly meant to suggest the union between nature and the spiritual, or perhaps for Schell the idea of immortality.

When the railroad era gave way to interstate highway travel in the 1950s, the Schell Memorial Bridge took on a new identity. For Northfield residents the bridge became a means to get around town or travel to Vermont without having to get on the freeway. For boaters, canoeists and kayakers, it became a landmark. For the Town of Northfield it became a liability. In the absence of funds to maintain and rehabilitate the bridge, the Northfield Town Meeting decided to close it and seek demolition in 1985.

The bridge continues to stand primarily because the town has not had the funds for demolition. In 2003, the Schell Memorial Bridge was named one of the ten most endangered landmarks in the state. Galvanized by the listing, Friends of



Jerry Wagener, photos

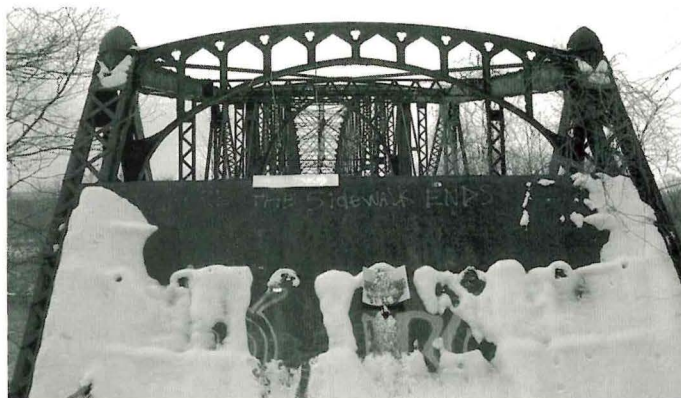
Schell Memorial Bridge, copy of original elevation (top).



Schell Memorial Bridge.

Schell Bridge organized to save the bridge and to encourage interest in rehabilitating it for pedestrian and bicycle use. During the past 20 years trails have proliferated in the Pioneer Valley, and it has become obvious to some Northfield residents that the Schell Memorial Bridge could make a strategic link joining the Franklin County Bikeway, which ends abruptly in Northfield at Moody Street, to bike paths in New Hampshire, Vermont, and western Massachusetts.

The Picker Engineering School at Smith College has provided the Friends of Schell Bridge an independent assessment of the bridge's condition as a basis for future plans. The Picker Program selected the bridge for a year-long study by one of its senior design teams. Working with two professional structural engineers from firms in New York City, the seniors evaluated and tested the bridge's steel members.



Portal of the Schell Bridge. The steel plates were welded to the portals in 1987 but some of the Gothic Revival details can still be seen.

They determined that the bridge is structurally sound and a good candidate for rehabilitation.

Today the Schell Bridge is so much a part of the Northfield historic landscape that it would be tragic to see it dropped into the river. It is no longer the grand entrance to Northfield for railroad travelers, but it can have a new purpose in the 21st century if local and state officials can be persuaded to rehabilitate the bridge for pedestrian use. Currently, the Schell Bridge is scheduled for demolition in late 2007 or 2008. The Friends of Schell Bridge are mounting a campaign to prevent demolition. To support their effort or learn more: www.schellbridge.org or Maureen Spaulding, mospaulding@comcast.net.

Maureen Spaulding and Sue Ross

Historic Bridge News

New York City Dept. of Transportation has finished an engineering study and secured funding to reopen the **High Bridge** over the Harlem River to pedestrians. The bridge has been closed for more than a decade due to safety concerns, but community interest in reopening the bridge has been strong. The High Bridge was built in 1848 to carry the Old Croton Aqueduct. It was designed with a "promenade" atop the stone arches that rise 116 ft. above the river and span a total length of 1,250 ft. The rehabilitation project, which is estimated to cost \$60 million over 10 years, includes structural repairs, incorporation of modern safety features (e.g. railings that meet current codes), rehabilitation of two gatehouses, and wheelchair ramps. Info: www.nyc.gov/parks.

The Newport (NH) Historical Society is raising funds to match a government grant to restore the **Pier Bridge**, a covered lattice-truss bridge built in 1906-7 by the Claremont &

Concord Ry. over the Sugar River. With a span of over 216 ft., it claims to be the longest covered railroad bridge in the world. The C&C abandoned the bridge some time ago, and it is now maintained as part of a rails-to-trails facility by the NH Dept. of Resources & Economic Development. The grant will be used to apply a fire-retardant chemical and install a sprinkler system to protect against arson. It will also be used to repair a leaky roof and replace the sideboards. The NHS is requesting donations. Info: Kathy Butcher, Pier Bridge Committee Chairman, 49 Myrtle St., Newport, NH 03773; (603) 863-8588.

The NY Dept. of Transportation and VT Agency for Transportation are studying options for replacing or rehabilitating the 2,186-ft.-long **Lake Champlain Bridge**, also known as the Crown Point Bridge, which opened to traffic in 1929. The bridge's main span is a 1,014-ft.-long, high-level, continuous, through truss. Consulting engineers Fay

(continued on page 6)

Historic Bridge News (continued from page 5)

Spofford & Thorndike of Boston designed the bridge and the American Bridge Co. constructed it. The Lake Champlain Bridge is considered one of the significant examples of its type in New England, and it has had a considerable impact on regional transportation patterns, offering the first all-weather crossing of Lake Champlain between the southern Adirondacks and the Green Mountains. The bridge straddles the NY-VT border, and the NYDOT is the lead agency for the project. A joint NY-VT public advisory committee has been formed to consider whether to rehabilitate or replace. NYDOT had initially announced its preference for replacing the bridge due to structural deficiencies and the high cost of rehabilitation and continued maintenance, but it is currently reviewing that opinion.

Efforts to restore the **Black Warrior Bridge** in Northport, AL (SIAN, Winter 2006) are back on track after engineering cost estimates for relocating the bridge were reduced by a factor of six. Taking a page from the technique used to move the Hale Bridge in Iowa (SIAN, Spring 2006), which is a bowstring truss of similar proportions that was lifted by helicopter, the engineers determined that the Black Warrior Bridge could be moved in one piece (rather than in several pieces or with an expensive-to-fabricate false bottom). A local rigging company has offered to donate one of the largest cranes in the Southeast—a 400-ton behemoth—for the lift, which will relocate the bridge from an abandoned road in the Alabama woods to its new location on a pedestrian path atop Northport's levy. The Black Warrior Bridge is a bowstring, through-truss bridge built in 1882 by the King Iron Bridge Co. of Cleveland, OH. It is one of the oldest and longest of its type surviving in the country.

In Dec. 2006, the **Tioranda Bridge** (Beacon, NY) on South Ave. over Fishkill Creek was disassembled and moved in pieces to storage. The bridge is a rare wrought-iron bowstring truss, fabricated in 1872-3 by the Ohio Bridge Co. of Cleveland to the patent specification of Glass, Schneider, & Rezner dated 1867. Beacon's city government has promised that the trusses will be restored and returned as "ornament" to the sides of a new bridge. Local officials and fire department heads want to see a new two-lane bridge with a corresponding widening of South Ave. Others in the community want to see the bridge restored to its original condition and used as a catalyst to preserve open space and historic buildings in the vicinity. ■



John Fasulo

Tioranda Bridge.

UPCOMING SIA CONFERENCES & TOURS

ELY, NEVADA

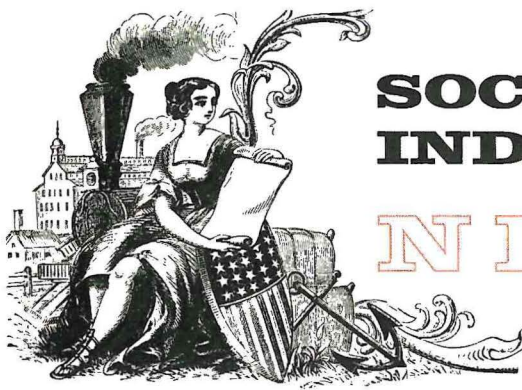
Sept. 27-30, 2007

The SIA Fall Tour will explore the Silver State's mining heritage. Our host is the Nevada Northern Ry., established in 1905 to support eastern Nevada's copper mines. The SIA's visit will include an in-depth tour of the Nevada Northern's shops in East Ely, among the most complete shop complexes surviving from the steam-era in the U.S. The Nevada Northern operates steam-powered excursions, and the SIA will hold a banquet aboard the dining car. We will also visit the Robison copper mine and the 1870s mining towns of Hamilton and Treasure Mountain. Registration materials will be sent to members in mid-2007. Info: www.sia-web.org.

SAN JOSE, CALIFORNIA

May 29-June 1, 2008

The 37th Annual Conference will explore the Silicon Valley's industrial and technological history. The Samuel Knight Chapter is helping to organize the event and tours are preliminarily planned for the New Almaden mercury mines and smelters, WWII-era military installations, shipyards, automotive plants, and early computer industry shrines, including the Hewlett-Packard garage and Shockley Semiconductor. The conference hotel will be the Sainte Claire in downtown San Jose. Watch the SIAN for more details as plans evolve. Info: <http://knightsia.org/sia2008>.



SOCIETY FOR INDUSTRIAL ARCHEOLOGY NEWSLETTER

PUBLICATIONS OF INTEREST

Vol. 36, No. 2

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COMPILED BY

Mary Habstritt, New York, NY; and Patrick Harshbarger, SIAN editor.

GENERAL INTEREST

- ♦ H. Roger Grant. **Getting Around: Exploring Transportation History.** Krieger, 2003. 190 pp., illus. \$24.50. Guidebook intended to help researchers find answers to questions about local and regional transportation history with information about sources, including the types of public and private records that operations generated and advice about where these might be found. Also the kinds of structures and artifacts that may still exist and where to look for them. Rev.: *CRM Journal* (Winter 2005), pp. 105-6.
- ♦ Dan Hicks and Mary C. Beaudry, eds. **The Cambridge Companion to Historical Archaeology.** Cambridge Univ. Pr., 2006. 360 pp. Chapters of IA interest include *Archaeology and Industrialisation*, *Historical Maritime Archaeology*, *Marxism and Capitalism in Historical Archaeology*, and general discussions of the role of archeology in the study of history, material culture, and landscape.
- ♦ Thomas P. Hughes. **Human-Built World: How to Think about Technology and Culture.** Univ. of Chicago, 2004. 240 pp., illus. \$22.50. Concise history reflects the current scholarly view that invention and engineering have played a central role in society and culture, but the outcome has been determined by people, not the technologies themselves.
- ♦ Richard Lacayo. **Walk on the Wild Side.** *TIME* (Jan. 18, 2007). Public parks that incorporate industrial elements: Seattle's new Olympic Sculpture Park (Burlington-Northern Santa Fe RR), Germany's Duisburg-Nord Landscape Park (tour site—2001 SIA Study Tour, Ruhr) and New York's High Line (*SIAN*, Spring-Summer 2004)
- ♦ Jennifer Medina. **Mill Towns of Connecticut Lose Factories, and Way of Life.** *NY Times* (Feb. 18, 2007). Focus on New Haven Copper and Housatonic Wire, among the latest factories to close and symbolic of the continuing struggles of manufacturing in New England. Connecticut has lost nearly 50,000 manufacturing jobs since 1996.
- ♦ Lance Metz [SIA], ed. **Canal History and Technology Proceedings.** Vol. 26 (2007). Avail: Canal History & Technology Press, 30 Centre Sq., Easton, PA 18042. \$24.50 ppd. Includes Robert W. Passfield [SIA], *Design Evolution: Reconstructed Timber Swing Bridges on the Rideau Canal and Reconstructing Timber Swing Bridges at Parks Canada*; John Thompson, *Coping with the Elements and Chicago on the Illinois & Michigan Canal, 1848-1933*; Thomas X. Grasso, Craig Williams, Duncan Hay, and Christopher Marston [all SIA], *Canals at Cohoes: Navigation and Waterpower*; Robert Kapsch [SIA], *The Shenandoah River Navigation*; Emory Kemp [SIA], *French Movable Dams in America*; and William E. Gerber [SIA], *Locks and Canals of the Merrimack River*.
- ♦ Espen Moe. **Governance, Growth and Global Leadership: The Role of the State in Technological Progress, 1750-2000.** Ashgate, 2007. 320 pp. \$99.95. Investigates the question of what allows certain nations to rise to industrial leadership, and why some retain that pre-eminence for so much longer than others. The ability of a country to adopt technological progress and human knowledge to affect global economic position. Compares the experiences of Britain, France, Germany, the U.S., and Japan over 200 years.
- ♦ **TICCIH Bulletin** (Winter 2006) includes Nurhan Abujidi, *Threatened Industrial Heritage: The Case of Traditional Soap Industry in Nablus, Palestine*; Henrik Hamow, *Industrial Archaeology and Post-Medieval Archaeology in Denmark*; Frank Allan Rasmussen, *The Documentation of Frederiksværk Copper Rolling Mill (1802-1807)*; and Olga Traganou, *Between Classical and Industrial Archaeology: Studying the Historic Sites of Technological Interest in Greece*. Quarterly with membership in TICCIH. Info: www.mnactec.com/ticcih.

AVIATION & AIR TRANSPORT

- ♦ Kevin L. Cook. **Space Shot: 1935.** *I&T* (Fall 2006), pp. 28-37. A military project sent a balloon into the stratosphere, miles higher than any airplane could go at the time.
- ♦ Margaret Foster. **WWII Blimp Hangar to Fall.** *Preservation Online* (Mar. 12, 2007); www.nationaltrust.org. The 1,000-ft.-long, 170-ft.-tall, timber-frame Hangar 29 at the former U.S. Marine Corps Air Station Base in Tustin (Orange County, CA) will be demolished. The city council turned down several offers of adaptive re-use in favor of a new housing development.

AUTOMOBILES & HIGHWAYS

- ♦ Hilary Ballon and Kenneth T. Jackson, eds. **Robert Moses and the Modern City: The Transformation of New York.** Norton, 2006. 304 pp., illus. \$50. Moses' projects, including the West Side Highway and the Cross Bronx Expressway, in historical perspective. The book questions the thesis that Moses hastened the decline of New York and shows how he aimed to strengthen the central city. Also, Robin Pogrebin. **Rehabilitating Robert Moses.** *NY Times* (Jan. 23, 2007). Academics debate the legacy of Moses, who as NYC Parks Commissioner and Chairman of the Triborough Bridge & Tunnel Authority from the 1930s to 1960s led successful efforts to build highways, bridges, and parks, but also bulldozed thousands of properties and blocked efforts to fund mass transit. The first major biography of Moses, *The Power Broker* (1974) by Robert A. Caro, painted Moses as a man who built without regard to the costs, but recent scholarship has been less critical.

- ◆ David Kinney. **Coming or Going, Studebaker Sold Style to a Postwar Generation.** *NY Times* (Feb. 25, 2007). Studebaker gets high marks for the style of its cars of the late 1940s and 1950s, but poor marks for company management and the disastrous merger with Packard. Beautifully illustrated with advertising art.
- ◆ Will Shiers. **Roadside Relics: America's Abandoned Automobiles.** MBI Pub., 2006. 208 pp. \$24.95. Author spent 10 years roaming North America looking for abandoned cars to photograph. A short narrative accompanies each entry with the vehicle's description, location, and state of decay. Rev.: AR (Spring 2007), p. 60.
- ◆ Mike Walker. **Motorcycle Evolution, Design, and Passion.** Johns Hopkins Univ. Pr., 2006. 224 pp. \$35. Traces the development of the motorcycle from the late 19th c. to the present. Beautifully produced with glossy photos. Rev.: AR (Spring 2007), p. 60.
- ◆ David B. Williams. **Petrified Wood, Pop Rocks, & Phillips Petroleum.** AR (Spring 2007), pp. 46-49. Unusual 1930s gas station in Lamar (CO) is built of petrified wood.

RAILROADS

- ◆ Michael Bezilla and Jack Rudnicki. **Rails to Penn State: The Story of the Bellefonte Central.** Stackpole Books, 2007. Illus., maps, 304+ pp. \$29.95. History of the 19-mile shortline. Reviewers have been calling it a model for railroad scholarship with thorough research, crisp style, and clear explanations of the broader industrial and economic contexts.
- ◆ Charles Croft. **Timber Train Symbolic of Chapman's Past.** *Birmingham (AL) Press-Register* (Jan. 29, 2007). Brief history of steam locomotive and the W. T. Smith Lumber Co. in Chapman, about 100 miles north of Mobile. Locomotive is now preserved at the Pike Pioneer Museum in Troy.
- ◆ Michael C. Duffy. **Electric Railways, 1880-1990.** Vol. 31, IEE History of Technology Series. 452 pp., illus. £49. A vast amount of information on electric railways in Britain and the U.S. Rev.: RH 191 (2004), pp. 131-32.
- ◆ Thomas Flagg [SIA]. **Brooklyn's Waterfront Railroads Part 3, Jay Street Connecting RR.** *Transfer* No. 44 (Jan.-Dec. 2006), pp. 4-17. History and discussion of operations of this 6-block-long, land-locked terminal railroad that shuttled for years under the Manhattan Bridge through the then industrial area known as DUMBO. 3 maps, 16 photos, and vessel and railroad equipment roster.
- ◆ H. Roger Grant. **"Follow the Flag": A History of the Wabash Railroad.** N. Illinois Univ. Pr., 2004. 291 pp., illus. \$49.95. First book-length treatment of the Wabash's corporate history and route development. Rev.: RH 191 (2004), pp. 112-13.
- ◆ Paul Hammond. **Railroad Heritage and the California Dream.** *R&LHS Newsletter* (Fall 2006), pp. 5-8. Retrospective on the 30th anniversary of the California State RR Museum (tour site—1996 SIA Annual Conference, Sacramento).
- ◆ Steve Harrison. **Trolley vs. Train.** *Charlotte (NC) Observer* (Mar. 30, 2007). Charlotte Area Transit System (CATS) recently spent \$180,000 restoring No. 85, a streetcar built in 1927, for use in daily service downtown. Only thing is CATS didn't anticipate the problems of sharing trackage with modern light-rail trains. CATS determined that the streetcar would not withstand an accidental collision and has shelved the streetcar.
- ◆ Matthew Hiner. **Fifty Years Too Soon.** RH 191 (Fall-Winter 2004), pp. 60-79. History of the Youngstown & Southern, an electrified interurban in northeastern Ohio. Although established

in 1902 as a passenger line, it eventually came to be an important carrier of metallurgical coal to Youngstown's steel mills.

- ◆ Garrett Klink with Toby Smith. **Ten Turtles to Tucumcari.** Univ. of New Mexico Pr., 2003. 172 pp. \$27.95. History of Railway Express Agency, a fast-freight service in operation from 1929 to 1976, from the perspective of an employee of 40 years. Rev.: RH 191 (2004), pp. 117-18.
- ◆ William D. Middleton [SIA]. **Railroad Standardization: The Special Problem of Electrification.** *R&LHS Newsletter* (Winter 2007), pp. 5-10. American railroads succeeded in standardizing track gauge, time, and mechanical details such as couplers and braking systems, but efforts to standardize electrification didn't work out so well with companies choosing from a wide range of systems.
- ◆ Ric Morgan. **From the GM Archives: How the Dome Car Came to Be.** RH 191 (Fall-Winter 2004), pp. 12-25. GM's domed observation cars, developed in 1944-45, made famous by the GM Train of Tomorrow and one of the few successful postwar innovations in passenger service.
- ◆ **Railroad Soldiers.** RH 191 (Fall-Winter 2004), pp. 80-111. Articles on the theme of "War and Railroads," including a history of U.S. military railways (1861-1945); reminiscences of the activities of the 718th signal platoon rebuilding and operating railroads from Normandy to the Rhine in 1944; building a military railroad in the swamps near Camp Claiborne, LA in 1941-42; and fact and fiction of the Burma-Siam Railway and the bridge over the River Kwai.
- ◆ Mark Reutter. **Cuba and Railroads: Cuban Ore for American Railroads.** RH 191 (Fall-Winter 2004), pp. 26-43. History of the iron mines and railroads of Cuba's Sierra Maestra, 1882-1910. Much of the ore ended up in Baltimore at the Sparrows Point steel mill where it was turned into rail.
- ◆ **Shops of the Pennsylvania Railroad, Altoona, PA.** *R&LHS Newsletter* (Winter 2007), pp. 15-18. Detailed description, including plans, reprinted from the *Railroad Gazette* (Nov. 27 and Dec. 4, 1875).
- ◆ Carl A. Swanson. **Faces of Railroad: Portraits of America's Greatest Industry.** Kalmbach, 2004. 160 pp., illus. \$29.95. Portfolio of black-and-white photos documenting railroad employees at work, mostly from the 1940s and 1950s. Rev.: RH 191 (2004), pp. 138-39.

WATER TRANSPORT

- ◆ Peter Cole. **Wobblies on the Waterfront: Interracial Unionism in Progressive-Era Philadelphia.** Univ. of Illinois Pr., 2007. 232 pp., photos. \$40. The Philadelphia dockworkers of IWW Local 8 were one of the most durable multi-ethnic unions in the U.S. during the 1910s and 1920s. The majority black union also claimed immigrants from Eastern Europe and Ireland. The multi-ethnic makeup was one of the keys to the union's early success. Employers and federal agents eventually manipulated racial tensions to break up the union.
- ◆ Alan Feuer. **For Ship With a Past, Undaunted Tours.** *NY Times* (Sept. 23, 2006). The ocean liner S.S. *Stockholm*, built in 1948 in Gothenburg, Sweden, continues to operate and returned to NY Harbor in 2006 for the first time in 50 years. The *Stockholm*, now known as the *Athena*, is infamous for striking the S.S. *Andrea Doria* in a dense fog off Nantucket in 1956.
- ◆ Alan D. Frazer. **The GMA 'Consolidation' Tugs.** *Transfer* No. 44 (Jan.-Dec. 2006), pp. 18-33. This class of 15 tugboats constituted about a third of all of the diesel tugs built after

WWII for eastern U.S. railroads. Although the vessels are about 50 years old, all but one are still in service, some receiving multi-million dollar rebuilds. 38 photos, 4 drawings, and complete roster and disposition table.

- ♦ Richard G. Jones. **From Ferrying Thousands Daily to Rusting Away by the Turnpike.** *NY Times* (Mar. 5, 2007). The *Mary Murray*, a Staten Island ferry built in 1938 and decommissioned in 1975, has lingered stuck in the mud flats of the Raritan River in E. Brunswick (visible from the NJ Turnpike) for nearly 25 years. The owner who bought the ferry at auction has never had the resources to keep the vessel in repair. State environmental officials have been trying to force him to do something, but the rotting vessel is not stable enough to tow away and no one has the million dollars or more required to preserve or demolish.
- ♦ Tim Kelley. **A Wet Wind Tunnel So Ships Can Move Faster and Better.** *NY Times* (Feb. 20, 2007). The giant towing tank, built in 1944, is used to design ships, study wave action, and improve underwater detection of vessels. Free and open to the public 9-5 daily (Stevens Inst. of Technology, 711 Hudson St., Hoboken, NJ).
- ♦ Ray Riley. **Portsmouth Ships, Dockyard & Town.** Tempus, 2002. 128 pp., illus. Over 200 images of Portsmouth (UK), mostly of the docks and its defenses, but also of portside industries including power station, gas works, breweries, and railways. Rev.: *IA News* (Summer 2003), p. 18.
- ♦ John Teichmoeller [SIA], compiler, Michael McLaughlin, interpreter, and Brian Pate, photographer. **Seattle Pier 16.** *Transfer* No. 44 (Jan.-Dec. 2006), pp. 48-49. Captioned 1967 photos of this counterweight-supported railcar transfer bridge located on Harbor Island in Seattle.
- ♦ John Teichmoeller [SIA]. **Seatrains—Part VI, The Final Installment.** *Transfer* No. 43 (Jan.-Dec. 2006), pp. 39-41 and rear cover. Additional material received since the first five articles were published in 1993-94 on this “proto-container” operation including additional bibliographic citations, images, new “factoids,” and discussion of modeling the vessels.
- ♦ William H. Thiesen. **Industrializing American Shipbuilding: The Transformation of Ship Design and Construction, 1820-1920.** Univ. Press of Florida, 2006. 240 pp., illus. \$55. The

transition of shipbuilding from a craft-based practice in the age of wood and sail to an industry in the age of iron and steam. Most American shipbuilders reluctantly adopted advanced European ship design and construction methods, but were forced to adopt scientific models to meet the U.S. Navy's strategic needs beginning in the 1880s.

- ♦ Mike Toner. **Fernbank Final Stop for Ancient Canoe.** *Atlanta Journal-Constitution* (Jan. 18, 2007). Atlanta's Fernbank Museum is conserving a prehistoric 17-ft. dugout canoe, rescued from the Satilla River.

BUILDINGS & STRUCTURES

- ♦ Nora Fitzgerald. **For Russian Followers of Contemporary Art, Best Part of the Exhibit Might Be the Venue.** *Washington Post* (Mar. 19, 2007). A boom in contemporary art has led Moscow artists to use industrial buildings for gallery space and prompted local officials to declare the buildings historically protected.
- ♦ Gary C. Meyer. **Louis Sullivan's Ohio Banks.** *Timeline* (Apr.-June 2007), pp. 2-19. Late in his career, the nationally renowned architect, best known for his work on developing the Chicago skyscraper, designed two Ohio banks—the Home Building Assn. Co. (1915) in Newark and the Peoples Federal Savings & Loan Assn. (1918) in Sydney.
- ♦ Chuck Mobley. **Irish Stone Mason Was a Major Factor in Building a City Landmark.** *Savannah Morning News* (Mar. 13, 2006). The story of Michael Cash, an Irish immigrant, who built the retaining wall at the factors walk in Savannah, GA from 1855 to 1869 (tour site—1999 SIA Annual Conference). The wall is built of stone ballast and a mortar of water, sand, and burnt oyster shells. The city is working to rehabilitate the wall.
- ♦ Peter Moore. **The Destruction of Penn Station.** Distributed Art Publishers, 2000. 126 pp., illus. \$40. Sharp black-and-white photos taken before and during demolition, 1963-66. Rev.: *RH* 191 (2004), pp. 123-24.
- ♦ Craig Whitlock. **Berliners Go Deep to Recover Past.** *Washington Post* (Apr. 5, 2007). Tours of underground Berlin include bunkers and fallout shelters built during WWII and the Cold War. Tours of these facilities have been taboo to most Germans until recently.

BRIDGES

- ♦ Randy Allan. **Lemuel Chenoweth: Bridge All the Gaps.** Avail: Box 239, Beverly, WV 26253. \$23 ppd. Chenoweth was an accomplished builder of covered bridges, active in western Virginia (now WV) from 1846 to 1861.
- ♦ Richard S. Hobbs. **Catastrophe to Triumph: Bridging the Tacoma Narrows.** Washington St. Univ. Pr., 2007. Recounts the design, construction, and collapse of the 1940 suspension bridge (“Galloping Gertie”) and the replacement bridge built in 1950, as well as details of the most recent span scheduled to open in 2007.
- ♦ John and Kris Murphy. **Bridging the Big Easy.** AR (Spring 2007), pp. 26-27. Background history (mostly political) of building the Huey P. Long Bridge.
- ♦ Pam Sohn. **Rebuilding a Tie across the River.** *Chattanooga Times Free Press* (Nov. 27, 2006). The \$13 million rehabilitation of the Market St. Bridge in Chattanooga, built in 1914 and claimed to be the longest bascule bridge east of the Mississippi River. TN Dept. of Transportation officials are quoted as saying it may also be the only bridge with a truss superstructure in the state not headed for demolition within the next decade.

CONTRIBUTORS TO THIS ISSUE

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With Thanks.

- ♦ Miriam F. Wood and David A. Simmons [both SIA]. **Covered Bridges: Ohio, Kentucky, West Virginia.** Wooster Book Co. (1-800-982-6651), 2007. 304 pp., illus. \$39.95. Photos by B. Miller. Includes over 250 full-color photos, several engineering drawings, local history and bridge-building lore. 171 covered bridges fully described, including construction details, locations, and directions.

AGRICULTURE & FOOD PROCESSING

- ♦ Fred Brown. **Stokely Cannery's Past Being Preserved.** *Knox (TN) News* (Nov. 4, 2006); www.knoxnews.com. The 1898 Stokely Cannery in Newport, TN, has been honored with a state historic marker. History of the one of the nation's biggest producers of canned vegetables with many quotes from members of the Stokely family.
- ♦ Tony Crosby. **Surveying Essex Breweries.** *IA News* (Summer 2003), pp. 4-5. Summary of survey and assessment of 45 brewery sites in Essex County (UK).
- ♦ Elvio Duarte Martins Sousa. **Safeguarding the Heritage of the Hinton Sugar Mill, Madeira.** *IA News* (Summer 2003), pp. 3-4. History and preservation of sugar mill complex, est. 1856.
- ♦ John Holl. **Latrobe's Fizzle Is Newark's Fizz.** *NY Times* (Aug. 8, 2006). Anheuser-Busch bought the Latrobe (PA) Brewing Co.—est. 1939—in May 2006, and promptly closed it. A-B now makes Rolling Rock, along with other A-B brands, at its Newark (NJ) brewery.

POWER GENERATION

- ♦ T. Lindsay Baker [SIA]. **American Windmills: An Album of Historic Photographs.** Univ. of Oklahoma Pr., 2007. 168 pp., illus. \$34.95. Album of 179 historic photographs, many never before published. Illustrates windmill manufacture, distribution, and use on farms, ranches, railroads, and factories.
- ♦ Felicity Barringer. **Turning Toughened Rules into an Advantage.** *NY Times* (Nov. 10, 2006). Cummins, Inc. of Columbus, IN, credits federal clean-air standards for forcing them to improve the quality and efficiency of their diesel engines and, ultimately, helping to make the company more profitable. Ironically, predictions were made in the 1990s that those same federal standards would drive the company out of business because they would be impossible to meet.
- ♦ **Windmillers' Gazette** is a quarterly journal for the preservation of America's wind power history and heritage. Vol. 26, 1 (Winter 2007): T. Lindsay Baker, *An Overview of Historic Oscillating Windmills* (windmills that oscillate rather than spin) and *Small-Diameter Windmills for Pumping Water* (windmills of less than 6-ft. diameter used for light-duty work, which weren't available until companies began manufacturing all-metal windmills in the late 19th c.). Vol. 26, 2 (Spring 2007): *The Story of Windmills Made by Smith & Pomeroy of Kalamazoo and Windmills and Wind Damage.* Avail: Box 507, Rio Vista, TX 76093. \$20/yr.

IRON & STEEL

- ♦ Terry Pristin. **Slot Machines May Ring Where Steel Was Once Forged.** *NY Times* (Jan. 10, 2007). Sands BethWorks Gaming, a hotel and casino company, has been awarded a license to operate a slots parlor and resort on the site of the former Bethlehem Steel Works (tour site—2002 SIA Fall Tour, Lehigh Valley). The developer says they want the works to retain an industrial character and not be made to look "Disneyesque." The casino is likely to provide impetus to the long-delayed National Museum of Industrial History, also to be located on this site (SIAN, Winter 2005).

- ♦ **Youngstown Historical Center.** *Timeline* (Apr.-June 2007), pp. 20-23. The center (tour site—2006 SIA Fall Tour) was established by the Ohio Historical Society to house exhibits and archives relating to the state's industrial heritage. The article provides brief background and an "album" of exhibit photos, mostly related to the Mahoning Valley's iron and steel heritage.

ABBREVIATIONS:

- AR = *American Road*
- CRM = *Cultural Resource Management*, published by the National Park Service
- I&T = *American Heritage of Invention & Technology*
- IA News = *Industrial Archaeology News*, published by the Assn. for IA (UK)
- R&LHS = *Railway & Locomotive Historical Society* (www.rlhs.org).
- RH = *Railroad History*, journal of the Railway & Locomotive Historical Society
- TICCIH = The International Committee for the Conservation of the Industrial Heritage
- Timeline* = Magazine of the Ohio Historical Society, 1982 Velma Ave., Columbus, OH 43211
- Transfer* = Journal of the Rail-Marine Information Group, www.trainweb.org/rmig

Publications of Interest is compiled from books and articles brought to our attention by you, the reader. SIA members are encouraged to send citations of new and recent books and articles, 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 **SIA Newsletter**, 305 Rodman Road, Wilmington, DE 19809; phsianews@aol.com.

NOTES & QUERIES

Wanted: Info on **Robert Poole** (also **Robert Poole & Son** and **Poole & Hunt**), the Baltimore-based engineer and contractor. Poole contributed to the construction of the U.S. Capitol and Treasury Building, as well as the Brooklyn Bridge. He also constructed fire engines, street railroads, lighthouses, and received numerous patents. The research project, with the goal of producing an article or book, is being conducted by Ben Schwantes (Univ. of DE) and Thomas Swett, a Poole descendant. Reply to Tom Swett, TCSWally1@aol.com.

Eero Saarinen Papers at Yale. Yale Library has received a major donation of Saarinen papers, including more than 600 tubes of drawings, nine file drawers of project specifications, and several boxes of personal files and photos. Saarinen (1910-61) is considered one of the most influential architects of the 20th century, with important works including the GM Technical Center (Warren, MI), Bell Labs (Holmdel, NJ), Gateway Arch (St. Louis), and the TWA Building at JFK Airport. His contributions transcended architecture and engineering with innovative work in reinforced-concrete, glass-curtain walls, and weathering steel. Info: www.yale.edu. ■

SIA Grant Supports Archeological Investigation of Railroad Section Camp

During the summer of 2006, the University of Nevada, Reno successfully completed archeological field work at the site of a railroad section camp in Scales, NV. This research was undertaken as part of a field school in industrial archeology under the direction of Efstathios Pappas and Donald Hardesty [both SIA]. The section camp performed track maintenance for the famed Virginia & Truckee RR from c.1900 to 1938. The project coincides with efforts of the State Commission for the Reconstruction of the V&T, which is currently rebuilding the portion of the line between Virginia City and Carson City, which was abandoned in 1938. The findings will aid public education when this section of the scenic railroad is returned to operation.

Railroad section camps have been largely ignored in the historical and archeological record due to their small size and unglamorous labor, as well as the general lack of documentation in railroad company records. However, in 1890, almost 25 percent of the entire railroad workforce was made up of section laborers and their foremen. Railroads usually were divided into sections from about six to twelve miles, each with its own crew of two to eight trackmen and a foreman. Section camps, not often built in urban settings, were necessary for maintaining a labor force in remote areas, particularly the American West.

Archeological work focused on the section foreman's dwelling and privy, as well as the trackmen's bunkhouse. Fourteen 1x2m units were excavated both within the boundaries of the foreman's dwelling and in the compound surrounding the structure. A root cellar with wooden floor and walls was uncovered, yielding faunal remains, utensils, and vessels, and items of clothing.

The 12-unit bunkhouse was excavated in the same manner. These units produced personal items, food-related remains (such as bone and bottle glass), and architectural remnants such as water lines and foundation piles. Artifacts usually associated with women and children, like items of clothing and personal adornment, were also found at the bunkhouse. This raises questions about stereotypical interpretations of bunkhouses as dwellings occupied by low-status single men only.

The excavations were supplemented with surface collection of the trash scatters associated with each dwelling, which yielded large amounts of bottle glass, tin cans, faunal remains, and personal items. Mapping of the excavated units and surface features was accomplished using both GPS and total station.

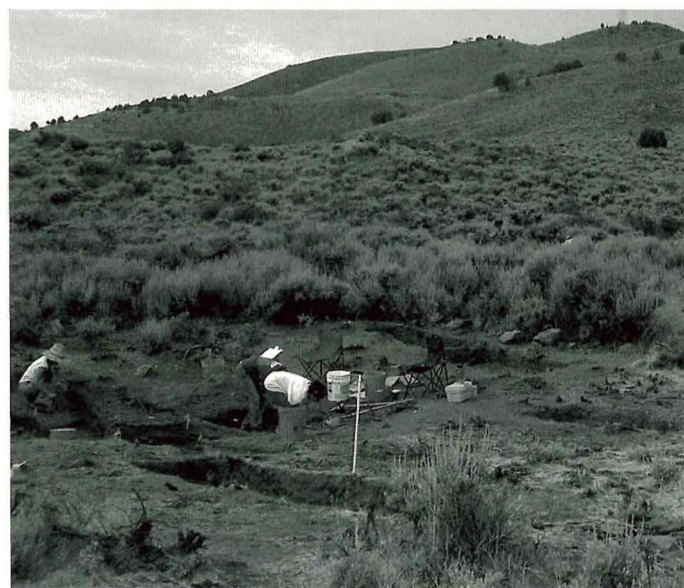
The artifacts and data collected from field work will support the further analysis of the section camp as typical of isolated labor camps in use during America's industrial age. Scales and camps like it were established settlements devoted to maintenance of infrastructure, and in this way quite different from periodic construction camps. Further analysis of the data from the section camp hopefully will allow the examination of change over time within an industrial

context. Scales exhibits a trajectory tied to the prolonged contraction of the V&T, as well as shifting ethnic compositions, gender ratios, and changing corporate policies.

Although lab analysis is still ongoing, it is clear from the archeological record that section camp laborers did not completely absorb the identity of low-class status living often associated with these places in the historical literature. Items of personal adornment, material culture associated with public display, and land-use patterns indicate that residents aspired in at least some degree to middle-class ideals. In the case of the section foreman, he and his family appear to have manipulated their compound in order to mimic an agrarian homestead. Additionally, the presence of families associated with the bunkhouse also contradicts the idea, sometimes put forth in scholarship, that corporations sought to deny the gender role of male head of family to low-skilled labor. Although it will require more research, it appears this trend was common amongst most section camps and reflects the choices of this class of railroad employee.

This project was funded from a variety of sources including the SIA, NV State Historic Preservation Office, NV Archaeological Association, Am-Arcs of Nevada, Bureau of Land Management, and University of NV, Reno. A special thanks is extended to the many volunteers, field school students, and graduate students who made this project a reality. Info: Efstathios I. Pappas, pappase@unr.nevada.edu.

Information on the SIA's Industrial Heritage Preservation Grants can be found at www.siahq.org/grants/about.html. Awards are presented annually with the application deadline of Mar. 31. Awards are announced at the Annual Meeting in June. ■



Archeologists at work on the Scales Section Camp of the Virginia & Truckee RR, Summer 2006.

Efstathios Pappas

Goodbye to Silver Spade. Early in 2007, CONSOL Energy's last and the largest super excavating shovel, the Silver Spade, was turned into scrap. The Harrison Coal & Reclamation Historical Park (SIAN, Summer 2006) in Cadiz, OH, attempted to raise the \$2.5 million requested by CONSOL to purchase the shovel, but was not able to match the full amount. CONSOL based the price on the shovel's \$700,000 scrap value and the \$1.6 million estimated to do the specialized environmental clean up and reclamation required by federal and state regulations. HCRHP had been able to raise about a third of the asking price. The Silver Spade was a Bucyrus-Erie 1950B, one of the largest stripping shovels ever built, placed in operation in the Ohio coal fields in 1964. In 2006, she broke down near New Athens, due to a roller-bearing failure. CONSOL worked amicably with HCRHP and donated some salvaged components, such as hand and foot controls from the cab, for display in the park. The HCRHP is now turning its attention to building a new visitors center and museum for the 30 pieces of machinery already in its collection. Info: www.hchrp.org.

The **Cockspur Lighthouse** (tour site—1999 SIA Annual Conference, Savannah) at the entrance to Savannah Harbor was built in 1857. Rising sea levels and erosion have undermined its foundation and threatened its survival. To bring attention to it, volunteers in cooperation with the Ft. Pulaski National Monument, where the lighthouse is located, recently installed a solar-powered light, illuminating the lighthouse for the first time since 1909. —*Savannah Morning News* (Mar. 16, 2007)

The National Park Service recently approved the transfer of the **Holland Harbor South Pierhead Light** in Michigan to the Holland Harbor Lighthouse Historical Commission. Dubbed "Big Red," the fire-engine-colored lighthouse is a well-known sight where Black Lake (Macatawa Lake) empties into Lake Michigan. This is the 36th lighthouse the NPS has protected by recommending it for transfer from the U.S. Coast Guard to other agencies and non-profits under the National Historic Lighthouse Preservation Act of 2000. The NPS is working to find the best stewards for long-term preservation of nearly 300 lighthouses nationwide. Info: www.cr.nps.gov/maritime/nhlpa/nhlpa.htm.

A listing on the National Register of Historic Places has brought needed attention to the **Italian Community Bake Oven** in Little Falls, NY. Built circa 1891, the 16-x-20-ft. oven was used to bake bread to feed a temporary camp of Italian immigrant railroad construction workers. When the wood-fueled fire in the brick-lined oven died down, the coals were banked and the bread placed on the oven floor to bake. After the rail line connecting Little Falls to Dolgeville was completed in late 1892, neighborhood families used the oven for communal baking. Community ovens originated in Europe and remain an established tradition, particularly in parts of Italy and France.—*Heritage News* (Jan. 2007)

Plans to adaptively re-use the **Southern Pacific's Central Shops** in Sacramento (tour site—1996 Annual Conference) are moving ahead with toxic-waste clean-up underway after more than two decades of delay. Under an early 1980s agreement, Southern Pacific agreed to extract tons of polluted topsoil and millions of gallons of contaminated groundwater, but then the company, and Union Pacific (which acquired the Southern Pacific in 1996) didn't have the resources to complete the job. The new owner of the 240-acre site is developer Stan Thomas, who plans to complete the work within two years. Many buildings will be razed, but the Central Shops, where locomotives were built and rebuilt, will be turned into a public marketplace.—*Sacramento Bee* (Jan. 23, 2007)

The **Jekyll Island Power Plant**, built in 1903 to provide electricity to the fashionable resort, has been selected as the site for the new Georgia Sea Turtle Center. The 1-story brick building will be adaptively re-used to house state-of-the-art veterinary facilities for the rehabilitation of sick and injured sea turtles. There will also be a research and education center open to the public.—*Georgia Sound* (Jan.-Mar. 2007)

BROOKLYN'S VANISHING IA. A lawsuit by the NYC Municipal Arts Society and the protests of many local historical organizations, including the Roebling Chapter SIA, were not able to stop the filling of **Todd Shipyard's Graving Dock No. 1** (SIAN, Winter 2007). The dock, built in 1867 and enlarged in 1880-81 and 1928-29, was the last remnant of the shipyard located at the terminal of the Erie Canal in Brooklyn's Red Hook neighborhood. The parking lot for an IKEA store has been placed over the graving dock.

(continued on page 13)



Mary Halbritt

In Brooklyn's Red Hook neighborhood, the distinctive conical silo at the former Revere Sugar dock was demolished in early 2007. For views of the silo's interior, check out www.gothamist.com/2006/12/22/a_last_look_ins.php. Photos of the demolition: <http://flickr.com/photos/fiveoftoast/373682647/>.

EDISON TOWER RESTORATION

The Thomas Alva Edison Memorial Tower, built in 1937-38, rises 135 ft. above the site that once held the Menlo Park Laboratory in Edison, NJ. The lab was where Edison and his team invented the incandescent lamp and spent some of their most productive years from 1876 to 1886. (Henry Ford tried to salvage the lab in the 1920s, but found it had fallen into ruin. Instead, he had the lab reconstructed from photographs at Greenfield Village in Dearborn, MI).

Designed by Gabriel Francois Manessa and Alfred F. DuPont of Wilmington, DE, the Edison Memorial Tower is built of reinforced concrete with then-innovative pre-cast exterior panels having decorative aggregate surfaces. Topping the tower is a 13-ft., 10-in. monumental light bulb built of Pyrex glass segments. This light is visible for miles when illuminated.

Preparatory work for stabilization and restoration of the tower has begun. A master plan is being prepared and engineering studies are in progress. The Art Deco-style tower has been deteriorating due to water infiltration and subsequent corrosion of reinforcing steel. Pieces of exterior concrete have been falling. For visitor safety, a fence has been erected around the base. The present, modest Menlo Park Museum, also on the site, remains open Tuesday through Saturday.

The Edison Memorial Tower Corp., a non-profit organization, is urgently seeking financial support for the restoration project. You can learn more, and donate on-line, at www.menloparkmuseum.com or contact EMTC at edison-tower@hotmail.com. ■

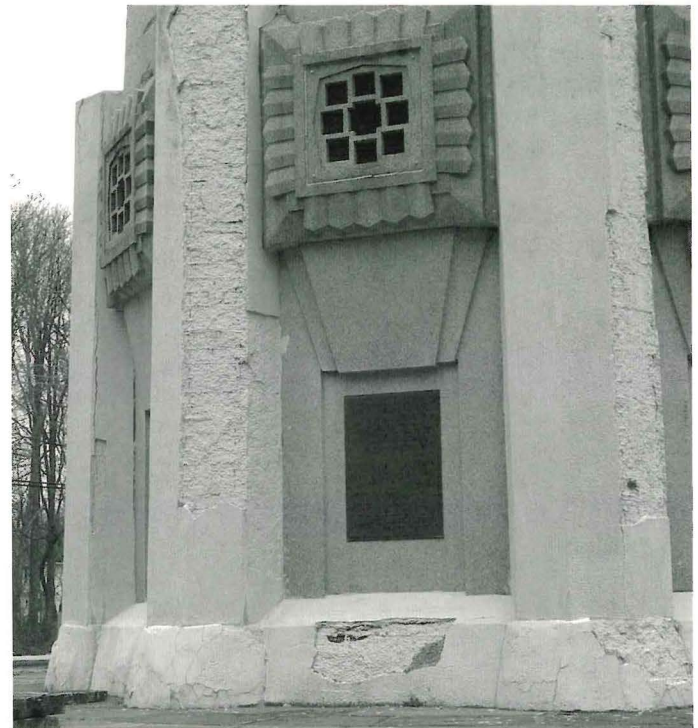


Tom Dowling photos

Edison Memorial Tower.

Pfizer has announced it will be closing its Williamsburg pharmaceutical factory (tour site—2002 SIA Annual Conference). Charles Pfizer & Co. was founded in 1849 to produce medicinal chemicals not then being produced in the U.S. One of the company's first successful products was citric acid. The Williamsburg factory is a multi-story, reinforced-concrete building dating to the 1940s located on the site of Pfizer's original 19th-century plant. One 1849 building still stands across the street from the plant. It is unknown whether Pfizer now will pursue plans it once had to turn it into a museum. More than 600 workers will lose their jobs. Like the nearby Domino Sugar Plant, which closed in 2004, Pfizer is another casualty in Brooklyn's vanishing industrial sector. —*Daily News* (Jan. 24, 2007)

The Roebling Chapter SIA and other local preservation groups are working to bring attention to the **Ward Bakery** at 800 Pacific St. in the Prospect Heights neighborhood. The six-story bakery was built in 1911 and described by founder George S. Ward as "the snow-white temple of bread-making cleanliness"—an apt description given the bakery's rich architectural covering of glazed white terra-cotta tiles. It is under threat of demolition to make way for surface parking. Info: www.dddb.net/php/latestnews_linked.php?id=620. ■



Deteriorating concrete at the base of the tower.

MEMBER NEWS

We note with great regret the loss of long-time member **Charles L. Fisher** (1949-2007). Chuck died on Feb. 8 after a lengthy battle with melanoma. He worked at the Bureau of Historic Sites in the NY State Office of Parks, Recreation & Historic Preservation and was subsequently Curator of Historical Archaeology at the NY State Museum. Chuck was well known as a historical archeologist, scholar, author, and teacher, especially for his work on 19th-century domestic sites and sites of the French & Indian and Revolutionary wars in New York.

John W. McGrain, Jr., county historian for Baltimore County, MD, recently retired at the age of 74. John began his career with the city preservation commission in 1976. He was involved with SIA's 1975 and 1995 annual conferences, Baltimore. He is currently completing a statewide survey and listing of grist mills in Maryland, which will be made available on the Maryland State Archives Web site.—*Baltimore Sun* (Jan. 20, 2007) ■

CHAPTER NEWS

Oliver Evans (Philadelphia) held its 19th Annual Filmfest, hosted by Lance Metz [SIA], in April. More than 30 members viewed *More than a Livelihood* (celebrating 75 years of Bethlehem Steel), *Unisphere* (construction at the NY World's Fair), and *Shipways* (about Bethlehem shipbuilding in WWII).

Roebling (Greater NY-NJ) toured the Morris Canal Plane 9 West and the Peoples Water Co. Pump House in Stewartsville, NJ in April. In May, chapter members traveled to the Catskills to Yama Farms, a resort once managed like a rustic English country house and frequented by many leaders of industry and business in the 1910s and 1920s. Also, Tom Flagg [SIA] conducted a tour of the railyard history of River Park South (Manhattan) in May.

Support Your Local Chapter. For info on a chapter near you or to start one, contact Jay McCauley, SIA Director, Local Chapter Chair (mccauley3@sbcglobal.net) or check out the local chapters section of the SIA Web site (www.sia-web-org). ■

IA EXHIBITS

The **USS Monitor Center**, a new wing of The Mariners' Museum (Newport News, VA) opened in March. The \$30 million center houses more than 1,200 artifacts recovered from the Civil War ship and an interactive exhibit on the *Monitor* and *CSS Virginia*, the two iron-clads that squared off in 1862. Galleries interpret how the ironclads were built and the efforts to recover artifacts from the wreckage of the *Monitor*, which sank in a storm off the North Carolina coast on Dec. 31, 1862. The "Battle Theater" has 45 seats that swivel 360 degrees so viewers can experience the action as the battle is recreated through digital images, lights, and sounds. Outside is a 170-ft., full-scale model of the *Monitor*. Also, an excellent history on the Web site: www.monitor-center.org.

The **Savannah River Site** of the Atomic Energy Commission has announced it will be working with the SRS Heritage Foundation to establish a new museum that interprets the history of the Cold War and the site's role in the development of nuclear weapons and energy. The SRS was established in 1950 on a county-sized track of rural lowland southeast of N. Augusta, SC. The SRS was originally managed by the DuPont Co. as one of the nation's most significant top-secret facilities for the development of nuclear materials. With the end of the Cold War its mission has been transformed and although research continues there, it is on a much reduced scale. SRS and former employees have begun examining the site's history and determining what to do with facilities that are no longer needed. One of

the old office buildings will be converted into the museum. Curators are sifting through more than 30,000 artifacts, from early computers to miniature canisters designed to store nuclear waste, determining which ones to collect and display. They are also actively taking oral histories and mementos from the people who worked at SRS.

The **Alabama Historical Radio Society** has opened a new museum in downtown Birmingham. The museum consists of several display cases that trace the evolution of the radio and vintage sets manufactured by Motorola, RCA, and Zenith. The prize item in the collection is an operable 1927 Superflex Radio, manufactured in Birmingham. As far as is known, it is the only surviving example. The radio museum is located in Alabama Power's ornate Art Deco-style headquarters, built in 1925. A walk through the museum leads to the Alabama Power lobby and another set of displays on the history of Alabama Power.—*Birmingham News* (Feb. 6, 2007)

Canal Museum Heritage Walks. Hugh Moore Historical Park and Museums (Easton, PA) will be sponsoring heritage walks on Sunday afternoons, conducted by staff of the National Canal Museum. Walks begin at the Canal Boat Store at 1:30 pm and are free and open to the public. July 8 and Aug. 12, "The Lehigh Navigation," presented by Charles Derr. Sept. 9, "Hot Blast and Iron Pigs: Ironmaking in Hugh Moore Park," presented by Lance Metz [SIA]. Info: (610) 559-6613. ■

IA ON THE WEB

18th-Century Probate Inventories (<http://chnm.gmu.edu/probateinventory>). "Probing the Past" presents 325 probate inventories from 1740-1810 in selected VA and MD counties. Digitized copies and transcripts can be searched by keyword and provide a glimpse into daily life, including tools used in various lines of work.

Glass Grenades (www.thegavel.net/grenade.html and www.library.unr.edu/specoll/mss/NC121.html). Glass bottles, often quite attractive, filled with salt water or chemicals. Hurling at a fire, they supposedly helped extinguish it.

Indiana RR Symposia (www.indianahistory.org/ihs_press/web_publications). Essays from the Indiana Historical Society's 2001-05 railroad symposia.

Lighthouse Lesson Plans (www.cr.nps.gov/NR/twhp/wwwlps/lessons/131lighthouse). The latest National Park Service lesson plan helps students and teachers investigate how two historic lighthouses (Navesink and Robbins Reef) guided mariners in NY harbor and how changing technology contributed to safety.

Montana Mines (www.toddrigsted.com). Modern panoramic photos of abandoned mines, mining equipment, and towns in the vicinity of Butte.

National Road in Ohio (www.ohiohistory.org/resource/hist-pres/toolbox/nationalroadinside.html). Handbook provides preservation guidance for highways, bridges, and roadside commercial architecture along the US 40 corridor.

Nevada IA (www.onlinenevada.org). Sections on mining, nuclear Nevada, and transportation. A good preview to the SIA 2007 Fall Tour to Ely.

Utility Poles (www.npr.org/templates/story/story.php?storyid=6735420). National Public Radio broadcast (Jan. 7, 2007) on electric utility poles—how they work and what they carry besides power lines. A request was made for listeners to submit photos of their favorite poles.

"IA on the Web" is compiled from sites brought to the editor's attention by members, who are encouraged to submit their IA Web finds by e-mail: phsianews@aol.com. ■

CONFERENCES & WORKSHOPS

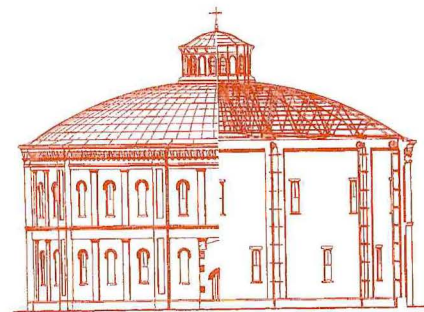
Business History Conference. The 2008 annual meeting will take place Apr. 10-12 in Sacramento at the California State University. The deadline for paper proposals is Sept. 24. "Expanding Connections for Business History" is both the theme and goal of the annual meeting. The selection committee is seeking papers that demonstrate the relevance of business history to other fields of history and other areas of scholarship. Info: www.h-net.org/~business/bhcweb.

National Preservation Institute offers a continuing series of seminars in historic preservation and cultural resources management at locations across the U.S. Seminars bring together faculty to highlight state-of-the-art practice. Many topics have general application to industrial sites, such as digital photography, GIS, green strategies for historic buildings, and historic structures reports. Info: www.npi.org.

Antique Power and Machinery Shows. A list of upcoming shows, mostly in Ohio.

- July 20-21. Gathering of Huber, Huber Machinery Museum, Marion, OH. <http://mariononline.com/huber-museum>.
- July 20-22. 22nd Annual Historical Construction Equipment Assn. International Convention & Old Equipment Exposition, Zagray Farms Museum, Colchester, CT. www.hcea.net.

- Aug. 11-12. 27th Annual National Pike Steam, Gas, Horse, Construction/Surface Mining Equipment Show, near Brownsville, PA. www.nationalpike.com.
- Sept. 4-8. Wellston Coal Festival, Wellston, OH. www.wellstoncoalfestival.com.
- Sept. 8-9. 4th Annual Old Construction & Surface Mining Equipment Show, New Athens, OH. www.hchrp.org.
- Oct. 5-7. Byesville Scenic Ry. Fall Steam Weekend, Antique Power Show & Coal Miner's Festival, Byesville, OH. www.bsrw.org.
- Oct. 21. 13th Annual Little Cities of Black Diamonds Day, Hemlock, OH. www.littlecitiesofblackdiamonds.org. ■



CALENDAR

2007

Aug. 21-25: National Railway Historical Society Annual Convention, Chattanooga, TN. Rail excursions and tours. Info: www.chattrails.com.

Sept. 11-14: BigStuff2007, Dortmund, Germany. Preserving large industrial artifacts and sites. Info: www.iicon-servation.org/news/calendar.pho?idnr=92 or BigStuff07@bergbaumuseum.de.

Sept. 27-29: SIA FALL TOUR, ELY, NV. See article in this issue. Info: www.sia-web.org.

Sept. 29: The Original Yankee Steam-Up, New England Museum of Wireless & Steam, Greenwich, RI. Info: (401) 885-0545; <http://users.ids.net/~newsm/dates.html>.

Oct. 10-13: Pioneer America Society: Assn. for the Preservation of Artifacts & Landscapes, Annual Meeting, Hagerstown, MD. Tours of the C&O Canal and B&O Martinsburg Roundhouse. Info: Paula S. Reed, paula@paulasreed.com; (301) 739-2070.

Oct. 11-13: International Preservation Trades Workshop, Frederick, MD. Co-sponsored by the NPS, Historic Preservation Training Center. Info: www.iptw.org.

Oct. 17-21: Society for the History of Technology (SHOT) Annual Meeting, Washington, DC. Info: www.shot.jhu.edu.

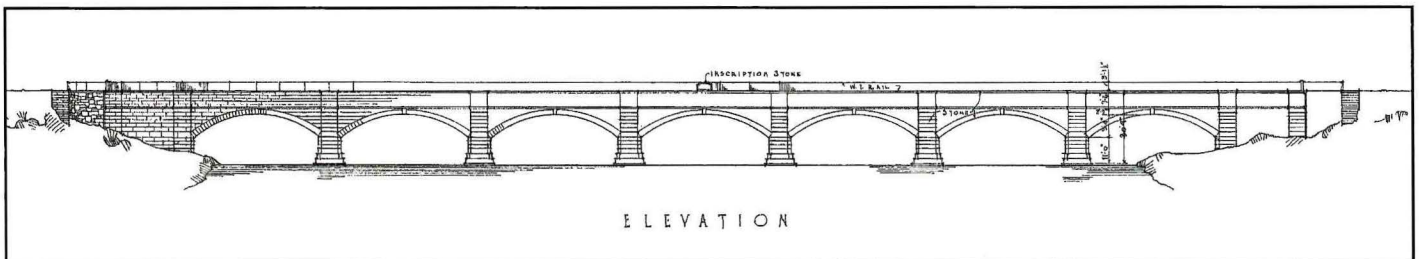
Oct. 18-20: Labor and Freedom in Global Perspective: 29th Annual North American Labor History Conference, Wayne State Univ., Detroit, MI. Info: Janine Lanza, Coordinator; (313) 577-2525; jmlanza@wayne.edu.

Oct. 27: 27th ANNUAL DREW SYMPOSIUM ON INDUSTRIAL ARCHEOLOGY, MADISON, NJ. Sponsored by the Roebling Chapter, SIA. Paper proposals requested. Info: tflagg@sunyopt.edu or Allison.Rachleff@earthlink.net.

2008

Apr. 10-12: Business History Conference, Sacramento, CA. Info: www.h-net.org/~business/bhcweb.

May 29-June 1: SIA 37TH ANNUAL CONFERENCE, SAN JOSE, CA. See article in this issue. Info: www.sia-web.org.



C&O Canal Monocacy Aqueduct, from drawing by L. Ewald, Jr., ca. 1936.

HABS MD-19.

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