

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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SAVING BALTIMORE'S LAST CAST-IRON FIREHOUSE

The Fire Museum of Maryland (tour site – 1995 SIA Annual Conference) has undertaken an ambitious project to restore the cast-iron façade of Engine Co. No. 8, a Baltimore firehouse built in 1871. When completed in 2009, the façade will be on permanent display at the museum in Lutherville, a suburb just north of Crab Town on the Baltimore Beltway.

The Baltimore Fire Department was transformed into a paid organization in 1859 when the fire-fighting apparatus and its attendant houses were purchased from the various volunteer companies that traced their roots to 1763. The fledgling department expanded its roster and moved to protect new or growing neighborhoods.

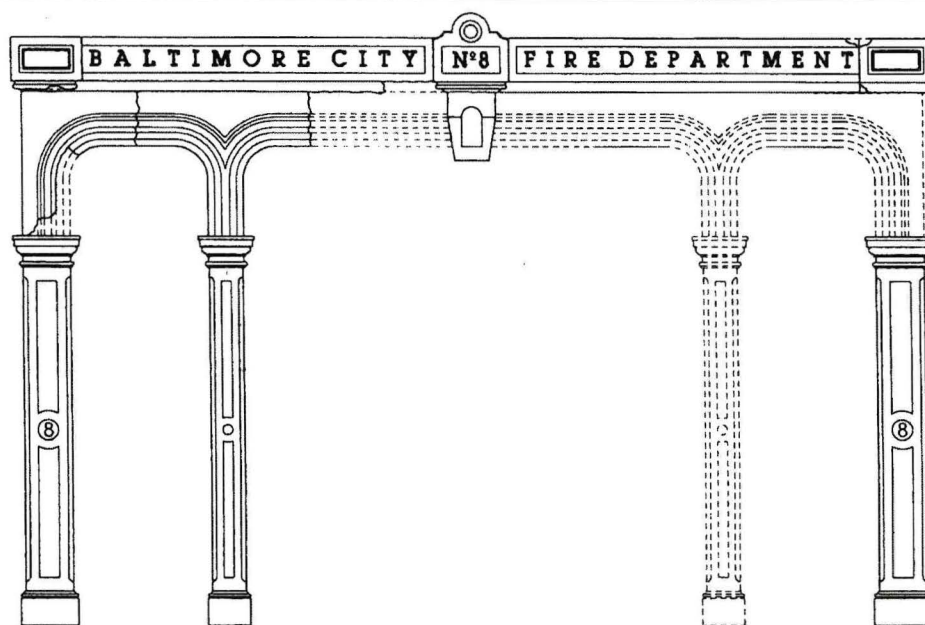
Engine Co. No. 8 was placed in service on Mar. 8, 1871 at 1031 W. Mulberry St., between Schroeder and Oregon streets. The new house filled the width of the lot at 23 ft. and had a cast-iron first-floor façade. According to architect-author Jim Dilts, this is Baltimore's sole surviving

municipally built cast-iron façade. It was vacated by the fire department in 1912 because it had become too small for the steam equipment of the time. Thereafter it was used as a boys' club and motorcycle repair shop until the 1970s when it was left open to the elements. Vandals took a third of the cast iron before a preservationist could squirrel away what

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- Yale & Towne Lock
- Walnut Lane Bridge at 100



Elevation drawing of the cast-iron façade of Engine Co. No. 8. The dotted lines indicate the missing pieces that must be replicated. Mouldings will be done in fiberglass and the arches in bendable plywood.

was left. The immediate neighborhood and what remained of the building was razed about 2004. The iron pieces, along with pieces of three Romanesque second-story wood sash, were donated to the Fire Museum in 2006, and the name boards purchased from a collector in 2007.

A preliminary search into American firehouses of the period 1860-80 reveals many being built along the same symmetrical plan of central apparatus door flanked by personnel doors; a surprising number of these sported cast-iron façades but none as plain as Baltimore's. Records are scant, and very little is known about the details of Engine Co. No. 8. Construction drawings were lost when they were transferred from the fire department to the public works department in 1927. According to Margot Gayle [SIA], cast-iron bell towers were known to the fire service so perhaps there is some connection there. It is thought that the museum's treasure was cast by Baltimore's Bartlett, Robbins & Co. Similar cast-iron arches and columns can be

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.



Collection of Bill Snyder

The earliest known photograph of Engine Co. No. 8, 1889.

found in the catalogue of a predecessor company, Bartlett, Hayward & Co., prior to 1866.

In 2007 Preservation Maryland awarded a grant that has moved the project off the drawing board and into reality. The façade will be restored for use in a new exhibit that interprets the horse-drawn period of firefighting. Positioned inside the museum's main building, visitors will walk through the smaller, right-hand door of Engine Co. No. 8 to enter the exhibit. The iron will be supported by a system of steel beams and will stand 14 ft. tall. Structural Preservation Systems, Century Engineering, Whiting-Turner, and other local companies are contributing design, fabrication, and installation as matching funds become available. Paint expert Matthew Mosca has analyzed several paint chips; the iron will be painted in a khaki-colored, sand finish as it was in its first 30 years of use. Many details of a firehouse interior



Pieces of the firehouse façade. Most retain their original tabs for attachment to each other.

from 1870 are still wanting but the research has been especially gratifying.

The exhibit, once finished in 2009, will describe the life of a fireman from ca. 1871–88: who could be a fireman; what was it like to live six days at a time at the house; the training of the horses; the action of the mechanical systems; and the telegraph that struck the tower bell. The Fire Museum operates some of its horse-drawn apparatus as part of its educational program and the 'muster' day is the second Saturday of June. Funding is always welcome for all aspects of collections and programming. Info: www.firemuseummd.org.

Stephen G. Heaver

SIA Board Goes High Tech

Traditionally, the SIA Board meets in February. The geographic spread of the board members and officers means that the travel expenses are fairly large, and the travel can take far more time than the meeting itself. Plus, travel in February can be risky; several members were stranded in New York by the 2006 blizzard, for example.

So, the board decided to try holding a meeting using Web-based conferencing tools. The board was generously offered the use of a system hosted at Michigan Tech by Pat Martin's Polar Archeology project at no cost to the SIA. After a dry run in January with only a handful of disasters, board members and others scattered over the U.S. and Canada spent a very productive couple hours on Feb. 16 in a highly interactive meeting. The conferencing tools allowed documents to be displayed, portions highlighted for emphasis, and retained for review after the meeting. Most participants had webcams, so we could see each other's facial expressions. We all admired the art in Betsy Fahlman's office!

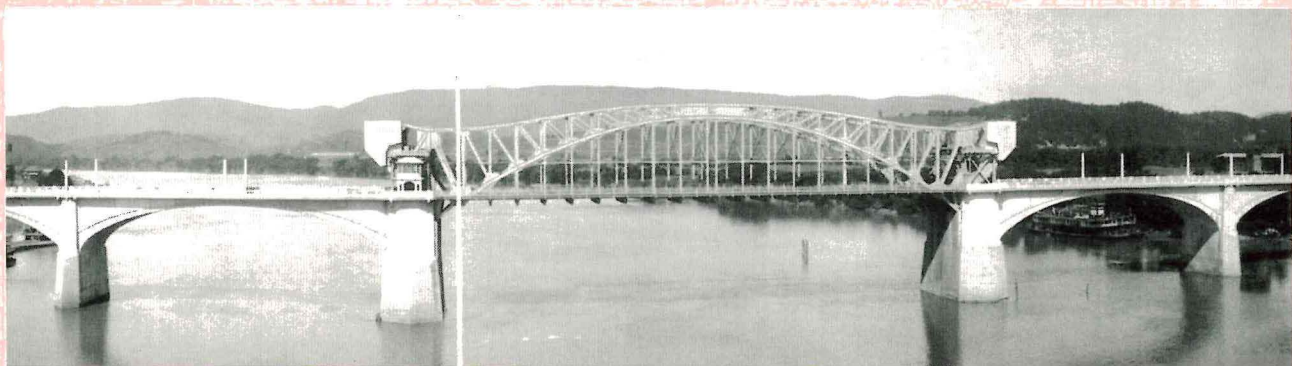
Although Web-based conferencing will never replace our regular meetings, it allows the board to meet in a very cost-effective and time-efficient way. The board and headquarters staff are looking at other technology initiatives to make the SIA more effective and efficient in reaching our members and friends.

Jay McCauley

MARK YOUR CALENDARS!

SIA FALL TOUR to CHATTANOOGA, TENN. • OCTOBER 15–19

The theme of this year's fall tour is *Industry of the Old and New, New South*. Tentatively scheduled site tours will feature synthetic fabrics, carpets, ceramics, historic bridges, blast furnaces, railroads, plastics, and more. Updates will be posted to www.sia-web.org.



Million-dollar bridge over the Tennessee River at Chattanooga, detail from panoramic photo by Wm. H. Stokes, Aug. 1917.

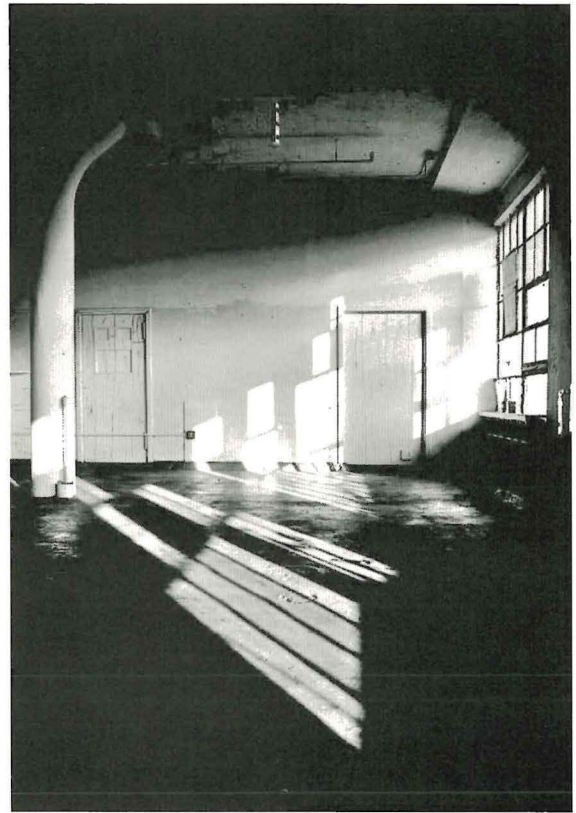
Yale & Towne: Portraits Locked in Time

Much of Stamford's industrial history can be told through the locks, latches, knobs, handles, and keys that were produced in the former Yale & Towne Lock (Y&T) complex in the city's South End. Linus Yale, Jr., a Massachusetts-born inventor, and Henry R. Towne, a Philadelphia engineer, came to Stamford in the late 1860s, attracted by the ample labor supply, proximity to railroad lines, and good harbors for schooners and flatboats. The partners built a small factory to manufacture Linus Yale's revolutionary invention: a mass-produced, tumbler, cylinder lock with a flat key.

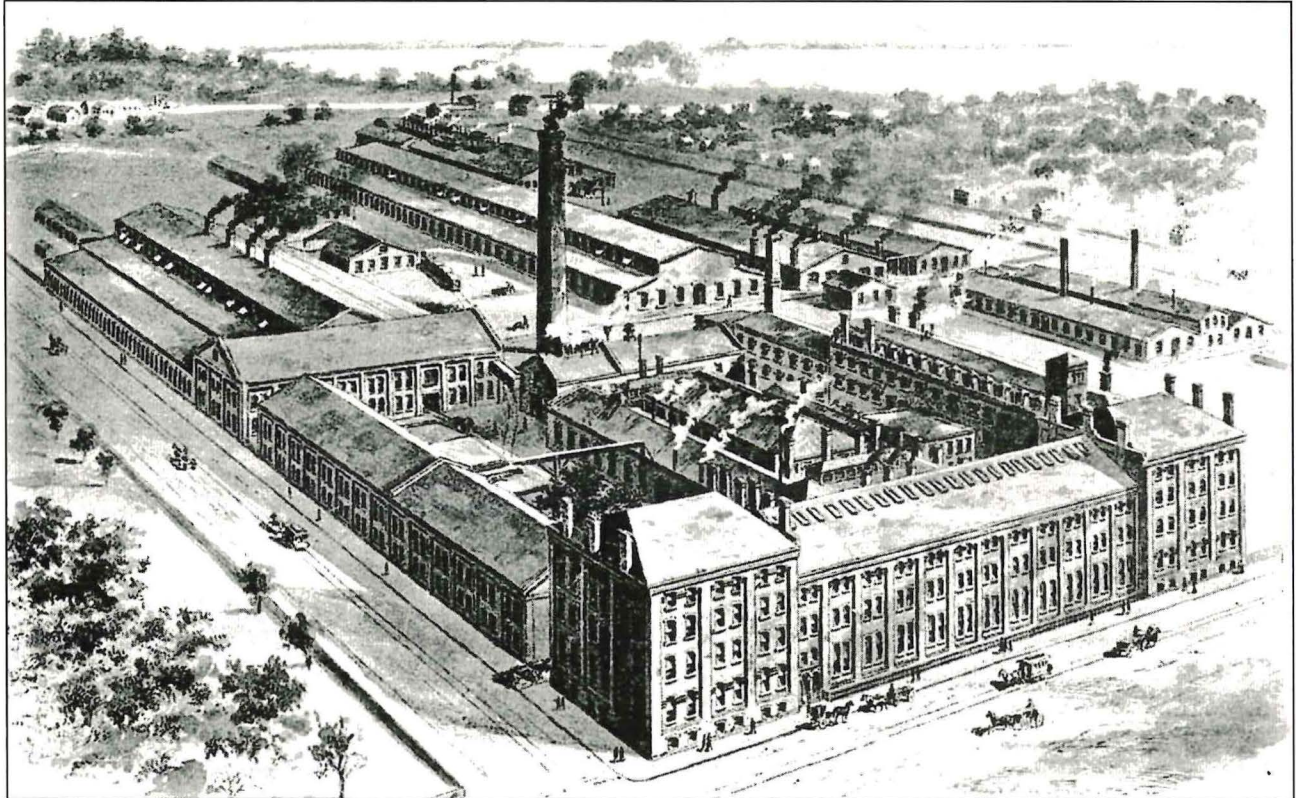
Although Yale died during construction of their first building, Towne led the company to success as one of the world's largest hardware manufacturers. The complex eventually covered 21 acres and one million sq. ft., including brass and iron foundries, sawtooth-monitor production centers, and later, multi-story loft buildings. At one time, Y&T employed 4,000 people, close to 25 percent of the city's population; Stamford became known as the Lock City.

In the late 1960s, Y&T gradually closed down its operations, leaving behind an industrial wasteland of thirty buildings. Over the next 20 years, under new ownership, the complex managed to survive as a beehive of small manufacturing enterprises and storage facilities, all the while crumbling from age and lack of maintenance.

Although a portion of the buildings was demolished in the early 1980s, the remaining industrial spaces began to fill up with painters, sculptors, musicians, poets, and photographers attracted by low rent and vast work spaces that often served as living quarters. By the year 2000, most of the complex was rented to artists, while antique shops took over the one-story foundry buildings. The lofts were especially attractive to



Interior of Yale & Towne by Brian F. O'Neill.

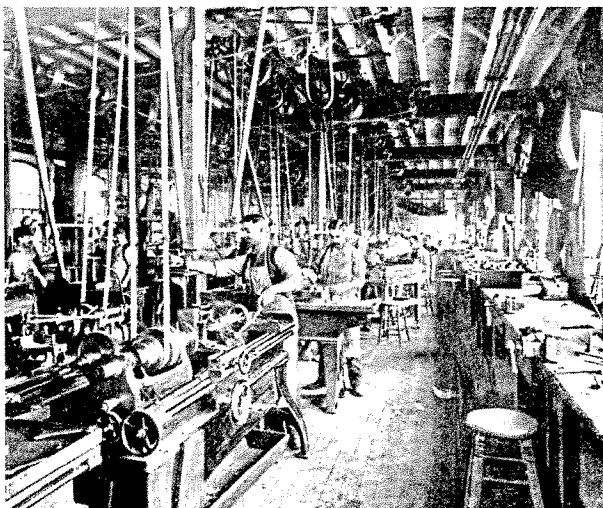


Yale & Towne complex, ca. 1892.

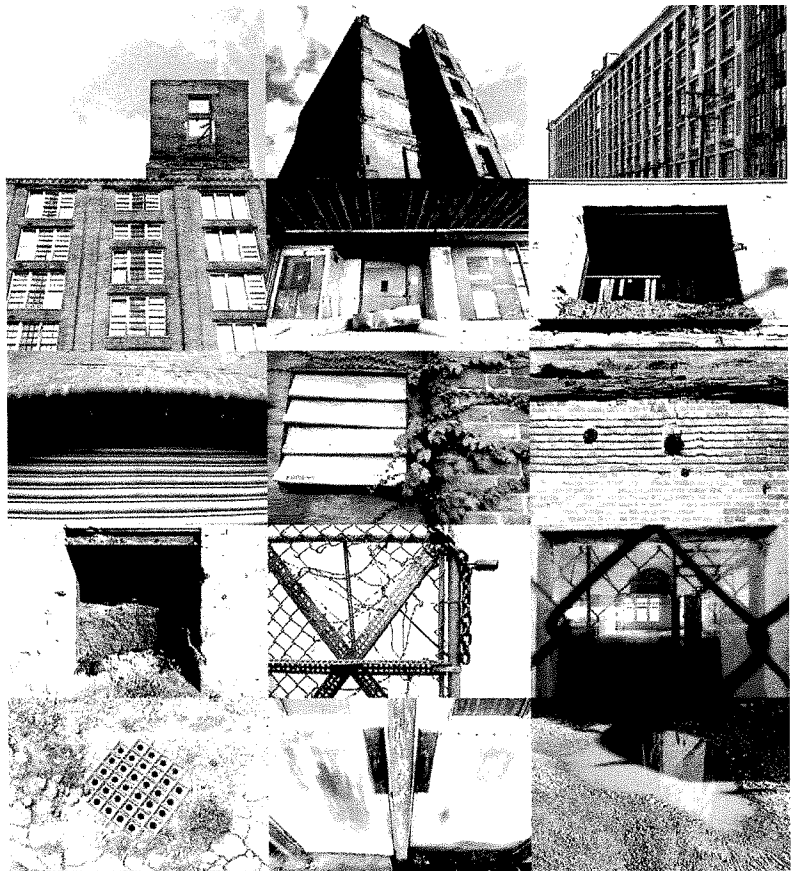
photographers, not just because of the economics, but because of the special quality of light. They say that artists love Paris because of its silvery light; Y&T appealed to photographers for a similar reason: the beautiful, warm light reflected off the nearby waters of a 19th-century canal and Long Island Sound poured in through oversized windows. But the light was only one factor. The complex was visually exciting. There was a photograph to be taken everywhere: the looming, prison-like loft buildings, the giant De Chirico-esque smokestack, the jagged, sawtooth roofs of the courtyard factories, the multi-paned windows that reflected the skyline of Stamford, the surprise-filled passages between buildings, the views of city and Sound from the rooftop, the cacophony of signs still posted on brick walls, advertising long-departed occupants, all contributed to an exciting visual kaleidoscope, a photographers' paradise.

The remaining Y&T structures are now slated for demolition or adaptation for a residential enclave. The artists have moved to other city lofts; the antique shops have closed. In a tribute to both Y&T and the artists that followed, the current site developer, Antares Real Estate, has sponsored a public exhibit, *Yale and Towne: Portraits Locked in Time*. This exhibit represents the work of 15 photographers, most of whom rented Y&T loft space at one time or another. The evocative photographic portraits of the twisted and rusted skeleton of Y&T's past constitute a tribute to the photographers' eye and how it can turn drab into visual gold. The exhibit runs through June 30, 2008, at 333 Ludlow St., Stamford, Conn.

Cece Saunders



Yale & Towne Department B, bank lock shop, ca. 1892.



Yale & Town Collage II by Donna Callighan.



Photo of Yale & Towne with New Haven skyline in background by Steve Daniel.

Building Bridges: The Walnut Lane Bridge at 100

Exhibit at Cliveden

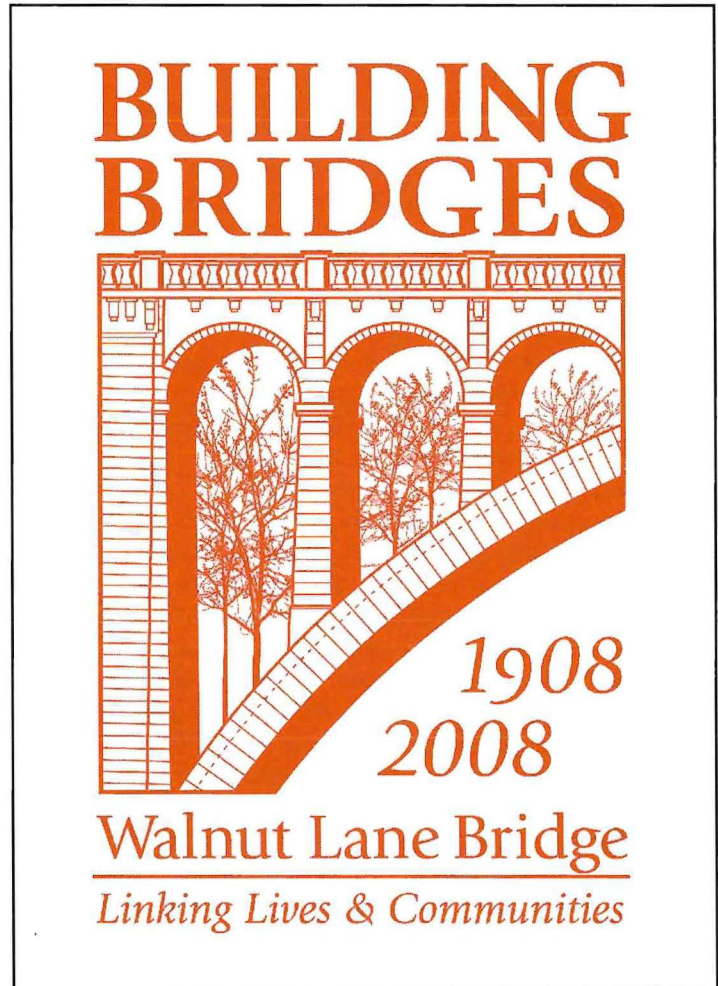
The Walnut Lane Bridge (tour site—2007 SIA Annual Conference, Philadelphia) is so much more than one of the nation's first concrete open-spandrel-arch bridges. When built between 1906 and 1908, it was not only a way across but a way forward into the new century. It made tangible many bold ideas in circulation at the time of its construction. It connects the Germantown and Roxborough neighborhoods over the Wissahickon Gorge, and now stands as part of Fairmount Park and part of the community. One usually crosses over or passes under it very quickly—it's only about a city block long and you might miss it driving by. This year the Walnut Lane Bridge turns one hundred years old and Cliveden, one of Germantown's historic sites, is presenting an exhibition to provide a longer look at one of Philadelphia's greatest 20th-century achievements.

When completed it was the longest and highest concrete-arch bridge in the world. Its engineers, George S. Webster and Henry H. Quimby, employed concrete to blend in with the picturesque Wissahickon section of Fairmount Park. Webster put into place years of progressive reform thinking on how to use comprehensive planning and large civic construction projects to connect communities with each other and with the city. This approach, which grew into the City Beautiful Movement, promoted Cooperation, Harmony, and "Beautility." It attempted to bring the two opposing principles of beauty and utility to public projects. Beautility, the thinking went (and yes, the word was frequently used), could lift up the spirit of the citizens in everyday life. Workers were recruited from all over the city and represented a diverse work force of Italian Americans, African Americans, and Irish Americans. During the construction a collapse of the centering falsework injured dozens and killed one worker.

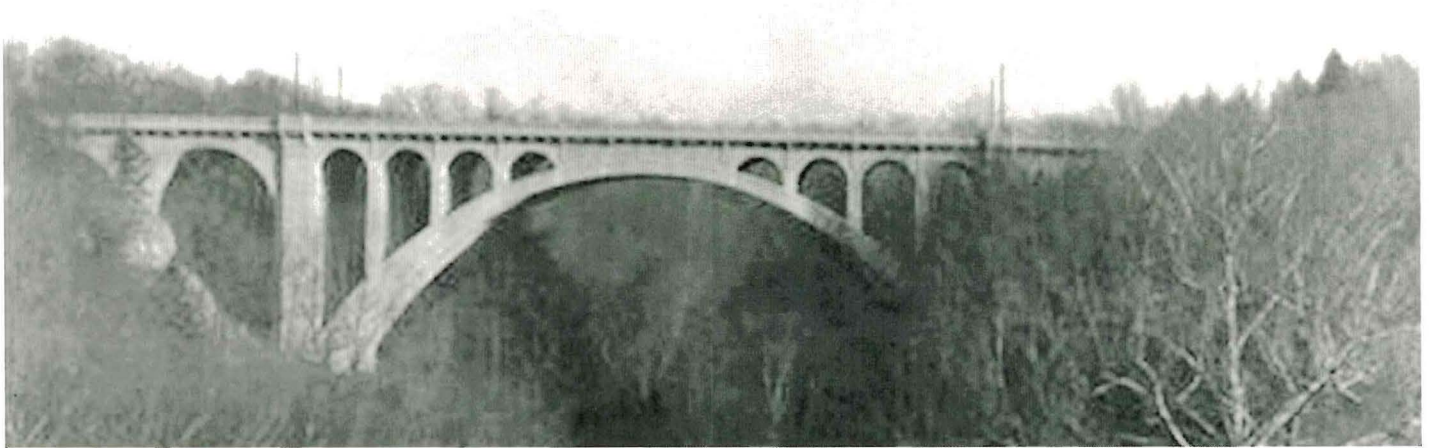
The bridge looks pretty good for 100, but it and the park areas around it could use more attention. A goal of the Cliveden exhibition is to enlist volunteer "Bridge Brigades" in the effort to assist Fairmount Park staff in clean-up and anti-graffiti efforts around the bridge.

The exhibition at Cliveden runs from May 1 to Jan. 1 and will include programs, walking tours, and a block party on the bridge to celebrate its anniversary in October. Info on programs and to offer your impressions: www.walnutlanebridge.org. For info on Cliveden of the National Trust, 6401 Germantown Ave., Philadelphia PA, 19144; (215) 848-1777; www.cliveden.org.

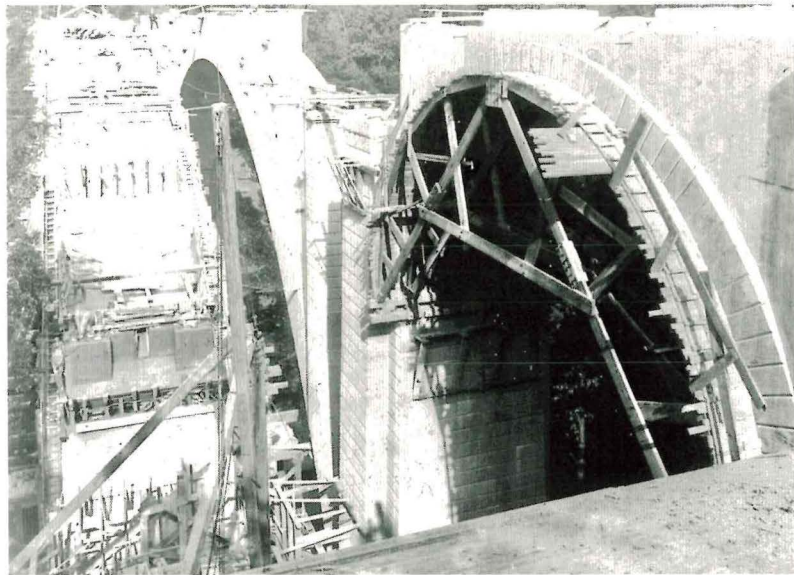
David W. Young



Workers finishing the intrados of the arch.



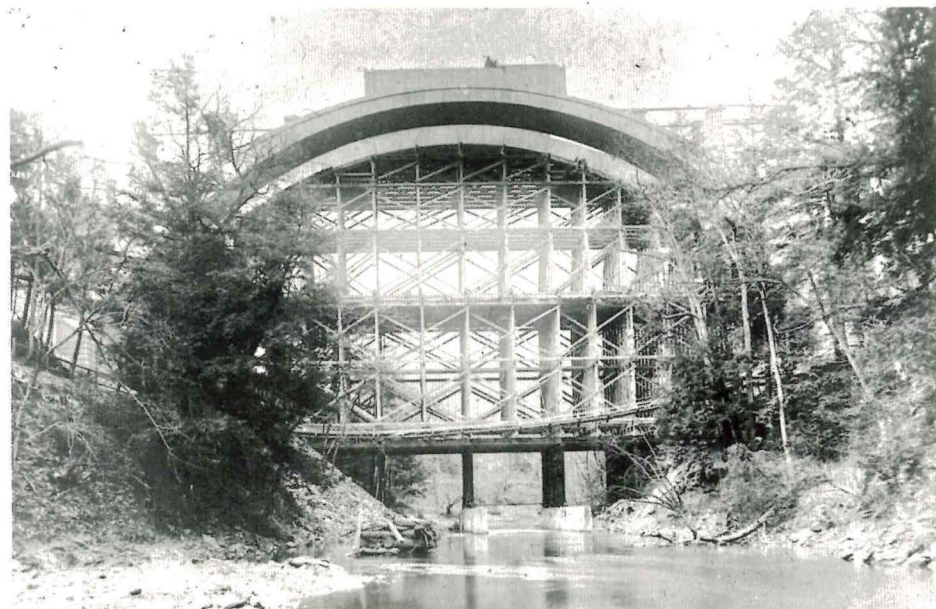
Walnut Lane Bridge shortly after completion, ca. 1908.



Arch ribs in various stages of completion.

Walnut Lane Bridge Facts

- Longest span—233 ft.
- Height from creek—147 ft.
- Total length—585 ft.
- Width of roadway—40 ft.
- Width of sidewalks—8 ft.
- Modeled on the Pont Adolphe Bridge over the Patrusse River in Luxembourg
- Construction began July 5, 1906 and finished Oct. 14, 1908
- 40,000 tons of concrete
- 370,000 board ft. of timber for the falsework
- Engineers: George S. Webster (chief) and Henry H. Quimby (assistant)
- Contractors: Reilly & Riddle, Roxborough
- Cost: \$259,440



Centering for the main span.

IA ON THE WEB

Birmingham Rails (www.bhamrails.info/). Exhaustive site about railroads and industries in, and around, Alabama's iron city. Developed by John Stewart [SIA].

Canada Dry (<http://silverspringhistory.homestead.com/Canada.html>). History and adaptive re-use of the bottling plant in Silver Spring, Md.

Eating on the Go (www.library.northwestern.edu/transportation/digital-collections/menus/about.html). Northwestern University Transportation Library's collection includes more than 400 menus from 54 national and international carriers, cruise ships, and railroad companies, with coverage from 1929 to the present. U.S. airlines predominate, with particular strength from the 1960s to the late 1980s.

Kansas City Cable Cars (www.cable-car-guy.com/html/cckc.html). History and operation of late-19th-century cable cars.

Pullman House History Project (www.pullman-museum.org). The Pullman (Ill.) State Historic Site links together census, city directory, and telephone directory information to describe people who lived and worked in the

company town from 1881 to 1941. Database interfaces with online maps.

Rail Marine Information Group (www.trainweb.org/rmig/). Bibliography and info on railroad car ferries, carfloats, tugboats, and train ferries.

Stone Quarries (<http://quarriesandbeyond.org/index.html>). State-by-state list of quarries, names and origins of different varieties of stone, description of quarry processes, and many old postcards and photos.

Toronto's First Railway (http://ve.torontopubliclibrary.ca/allaboard/allaboard_main.html). A virtual tour of the 1853 Ontario, Simcoe & Huron Ry.; buildings and scenes that would have been found along the route.

Tugboats (www.tugboatenthusiastsociety.org/index.htm). Photos and a wide variety of data on tug operations, past and present.

"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: phsianews@aol.com. ■

IA EXHIBITS

Art in the Age of Steam: Europe, America and the Railways, 1830-1960 will be on exhibit at the **Nelson-Atkins Museum of Art** (Kansas City, Mo.) from Sept. 13 to Jan. 18. It includes artists from Europe and America, featuring works by Claude Monet, Charles Sheeler, and Thomas Hart Benton. The selected paintings, lithographs, and photographs illustrate how the railroad changed everyday life, with consequences that are still with us today. Info: <http://www.nelson-atkins.org/art/exhibitions.cfm?id=48>.

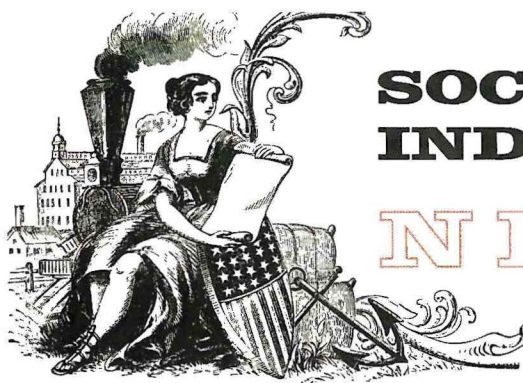
Durée: Shuli Sadé was an exhibition of the work of Shuli Sadé [SIA] at the Amelie A. Wallace Gallery at SUNY College, Old Westbury, N.Y. in April. The exhibit featured documentary photography and video images of buildings and bridges recorded from moving trains or from other buildings. The images were subsequently manipulated and printed in various formats. The central work, *Durée*, is an installation of two matching sets of fifty video still frames recording a passage over the Brooklyn Bridge.

The West Point Foundry: Unearthing the Past, Forging a Future is an exhibit at the **Putnam County Historical Society** through Dec. 14. It interprets the history, industrial archeology, and environmental renewal at the site of the former foundry. West Point Foundry has been the site of industrial archeology field work for Michigan Tech IA students led by Pat Martin

[SIA]. Open Wed.-Sun., 11-5; 63 Chestnut St., Cold Spring, NY; (845) 265-4010; www.pchs-fsm.org.

A Journey from Roads to Rails will be on exhibit at the **B&O RR Museum: Ellicott City Station** through Nov. 2. The exhibit explores the impact of industrialization and transportation on Ellicott Mills through two avenues of travel: the Baltimore & Frederick Turnpike and the B&O. Completed in 1830, the Ellicott City Station is the oldest surviving railroad station in America and the original terminus of the first 13 miles of commercial track constructed in America. The station has been restored to its 1857 appearance. The station is located at 2711 Maryland Ave., Ellicott City, MD 21043; www.ecborail.org.

All Aboard! The 175th Anniversary of the Reading RR will be on exhibit through Jan. 10 at the **Historical Society of Berks County** (940 Centre Ave., Reading, PA; 610-375-4375; www.berkshistory.org). From camelback steam locomotives to the Iron Horse Rambles steam-excursion program, the exhibit is a comprehensive history of one of America's earliest railroads synonymous with the development of the coal industry in Pennsylvania. The exhibit features artifacts, photos, and original materials from over 50 lending institutions, collectors, and former employees. ■



SOCIETY FOR INDUSTRIAL ARCHEOLOGY NEWSLETTER

PUBLICATIONS OF INTEREST

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COMPILED BY

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

GENERAL INTEREST

- ♦ David P. Billington and David P. Billington, Jr. **Power, Speed, and Form: Engineers and the Making of the Twentieth Century.** Princeton Univ. Pr., 2006. 270 pp., illus. \$29.95. Coffee-table style book directed at a non-technical audience explaining the ideas behind technological innovations from 1876 to 1939. Chapters cover world's fairs; Edison, Westinghouse and electricity; Bell and the telephone; Burton, Houdry, and the refining of oil; Ford, Sloan, and the automobile; the Wright brothers and the airplane; radio from Hertz to Armstrong; Ammann and the George Washington Bridge; Eastwood, Tedesko, and reinforced concrete; and streamlining: Chrysler and Douglas. Rev.: *T&C*, Vol. 48, 3 (July 2007), pp. 635-36.
- ♦ W. Bernard Carlson, ed. **Technology in World History.** 7 vols. Oxford Univ. Pr., 2005. \$299.99. Encyclopedia with detailed discussions and sidebars. Vol. 1, *Prehistoric and Ancient Worlds*; Vol. 2, *Early Empires*; Vol. 3, *The Medieval World*; Vol. 4, *Traditional Cultures*; Vol. 5, *The Industrial Age*; Vol. 6, *The Modern World*; Vol. 7, *Glossary, Index, References*. Rev.: *T&C*, Vol. 48, 3 (July 2007), pp. 612-14.
- ♦ Colin Divall and Andrew Scott. **Making Histories in Transport Museums.** Leicester Univ. Pr., 2001. 221 pp. \$99.95. A critical look at how transportation museums preserve, exhibit, and interpret large-scale artifacts. Rev.: *T&C*, Vol. 45, 1 (Jan. 2004), pp. 234-35.
- ♦ Edward Henry Knight. **Knight's American Mechanical Dictionary.** 3 vols. Algrove Pub., 2005. 2899 pp., illus. \$149. Reprint of classic 1874-76 encyclopedic effort to tabulate manufacturing processes and mechanical inventions. A valuable reference and research tool.
- ♦ John H. Leinhard. **How Invention Begins: Echoes of Old Voices in the Rise of New Machines.** Oxford Univ. Pr., 2006. 277 pp. \$30. Case studies explore how new machines are built on the creativity of prior inventions and often anonymous contributors. Rev.: *T&C*, Vol. 48, 3 (July 2007), pp. 637-38.
- ♦ Lance Metz [SIA], ed. **Canal History & Technology Proceedings.** Vol. 27. Canal History & Technology Pr. (National Canal Museum, 30 Centre Sq., Easton, PA 18042; 610-559-6613; canals.org), 2008. 156 pp., illus. \$24.50 ppd. Papers presented at the Canal History & Technology Symposium at Lafayette College, Mar. 15, 2008. Includes Paul G. Marr and Jonathan Burchett, *The Wiconisco Canal Revisited: An Examination of the 1879 Wiconisco Canal Survey Map Book*; Thomas E. Castaldi, *Forgotten Lock No. 28 on the Wabash and Erie Canal*; Michael Knies, "I Have Dreamed Of It At Night": Trying to Prevent the 1902 Anthracite Strike: John Mitchell and the National Civic Federation; Elizabeth Perry Kapsch [SIA], *Whites Ferry and the Historic Ferries of the Potomac River*; Donald Sayenga, *A Gazetteer of Finley Patent Bridges*; Virginia B. Geyer, *The Search for the First Chain Bridge in Bucks County, Pennsylvania*; Emory L. Kemp [SIA], *James Finley and the Origins of the Modern Suspension Bridge*.
- ♦ Darius Sollohub. **The Machine in Society.** *Journal of Urban History*, Vol. 34, 3 (Mar. 2008), pp. 532-40. Reviews four books on transportation history, three of which focus on New York City while the fourth is a general study of the American experience. The books are Brian J. Cudahy, *Rails Under the Mighty Hudson: The Story of the Hudson Tubes and the Pennsy Tunnels and Manhattan Tunnels* (Fordham Univ. Pr., 2002); Janet F. Davidson and Michael S. Sweeney, *On the Move: Transportation and the American Story* (National Geographic, 2003); Clifton Hood, *722 Miles: The Building of the Subways and How They Transformed New York* (Johns Hopkins Univ. Pr., 1993, 2004); and Gene Sansone, *New York Subways: An Illustrated History of New York City's Transit Cars* (Johns Hopkins Univ. Pr., 2004).
- ♦ Peter H. Stott [SIA]. **Looking for Work: Industrial Archeology in Columbia County, New York.** Syracuse Univ. Pr. (www.syracuseuniversitypress.syr.edu), 2007. Distributed for the Columbia County Historical Society. 360 pp., illus. \$49.95. Documents 134 industrial sites. Narrative histories link the evidence of the landscape with the underlying economic and social history. Includes a brief history of each site and describes its state of preservation. A chapter is devoted to each town in the county. A wide diversity of industrial operations—textile mills, iron works, bridges, railroads, etc.
- ♦ Dominic Vitiello. **Machine Building and City Building: Urban Planning and Industrial Restructuring in Philadelphia, 1894-1928.** *Journal of Urban History*, Vol. 34, 3 (Mar. 2008), pp. 399-434. Argues that deindustrialization and decline of urban centers in North America, which is generally considered a post-WWII phenomenon, actually began earlier with the decentralization of manufacturing and the suburbanization of production centers. Focus on restructuring in Philadelphia prior to 1929.
- ♦ Robert C. Walter and Dorothy J. Merritts. **Natural Streams and the Legacy of Water-Powered Mills.** *Science*, Vol. 319 (Jan. 18, 2008), pp. 299-304. Changing patterns of stream development in the Mid-Atlantic region as a result of colonial mill dams. Finds that pre-colonial stream channels were anabranching (streams that branch and rejoin further downstream) within extensive vegetated wetlands, not the meandering gravel-bedded streams presumed by many who advocate for restoring the streams to their native patterns.

- ♦ **Westinghouse.** DVD. Inecom Entertainment (www.westinghousefilm.com), 2008. \$18.99. Feature-length documentary about the life and times of George Westinghouse and his partnership with Nikola Tesla. Filmed in cooperation with the George Westinghouse Museum. Rare footage from the corporate archives.

COMMUNICATIONS

- ♦ Judy Rosen. **Researchers Play Tune Recorded Before Edison.** *NY Times* (Mar. 27, 2008). Computer programming has allowed researchers to create sound from an 1860 phonautogram. Phonautographs visually recorded sounds using a stylus on paper, but could not play them back. The inventor was Edouard-Leon Scott de Martinville of Paris. The 10-second recording of a woman singing *Au Clair de la Lune* is believed to be the oldest recorded sound in human history.
- ♦ Chen-Pang Yeang. **Scientific Fact or Engineering Specification? The U.S. Navy's Experiments on Wireless Telegraphy circa 1910.** *T&C*, Vol. 45, 1 (Jan. 2004), pp. 1–29. Transatlantic tests of high-power spark-gap and electric-arc dischargers at the Navy's wireless laboratory in Arlington, Va.

WATER TRANSPORT

- ♦ Larry S. Chowning. **Deadrise and Cross-planked.** Tidewater Publishers, ca. 2008. History of the construction of Chesapeake Bay boats. Also shows wood-working tools and machinery from the 1890s that were once steam-powered and still in use. Biographies of African-American boat builders.
- ♦ **Great Ships in New York Harbor: 175 Historic Photographs, 1935–2005.** Titanic Historical Society, ca. 2006. 112 pp. From the elegant liners to the tugs, a vibrant photo journal with accompanying text captures the port's history from its heyday in the 1930s to the present.
- ♦ William H. Roberts. **Civil War Ironclads: The U.S Navy and Industrial Mobilization.** Johns Hopkins Univ. Pr., 2002. 285 pp. \$46.95. Design and production of the monitors evolved into an effective system of ship acquisition. Rev.: *T&C*, Vol. 45, 1 (Jan. 2004), pp. 188–89.

CONTRIBUTORS TO THIS ISSUE

Richard K. Anderson, Jr., Sumter, SC; Fleeta K. Arthur, Brownstown, IN; Meghan Bayer, Albuquerque, NM; Jim Bennett, Montgomery, AL; Robert Chidester, Ann Arbor, MI; Arlene Collins, Houghton, MI; Reese Davis, West Chester, PA; Don Durfee, Houghton, MI; Betsy Fahlman, Tempe, AZ; Dennis Furbush, Jackson Heights, NY; Mary Habstritt, New York, NY; Stephen G. Heaver, Lutherville, MD; Neill Herring, Jesup, GA; Carol Siri Johnson, Oak Ridge, NJ; Carol Litchfield, Arlington, VA; Christopher Marston, Washington, DC; Carol Poh, Cleveland, OH; Jay McCauley, San Jose, CA; Dave Poirier, Hartford, CT; Lynn Rakos, Brooklyn, NY; Cece Saunders, Westport, CT; Tyler Turpin, Richmond, VA; Robert M. Vogel, Washington, DC; David Williamson, Freeland, MI; Suzanne Wray, New York, NY; Helena Wright, Washington, DC; David Young, Philadelphia, PA.

With Thanks.

- ♦ Crosbie Smith and Anne Scott, **Trust in Providence: Building Confidence into the Cunard Line of Steamers.** *T&C*, Vol. 48, 3 (July 2007), pp. 471–96. Argues that the line's success was rooted in a network of shipbuilders and investors who believed in maintaining a reputation for safety. This view was backed by a shared Presbyterian theology that safety and reliability were more Godly than speed and luxury.

AUTOMOBILES & HIGHWAYS

- ♦ **Baker Equipment Co.** *Fifty Plus Magazine* (Feb. 2008), p. 6. Short history of Richmond, Va. company that made bodies and chassis for early electric cars, including those fitted with Worth Electric Vehicle components. Baker was mainly known for its special-purpose truck beds.
- ♦ David Farber. **Sloan Rules: Alfred P. Sloan and the Triumph of General Motors.** Univ. of Chicago Pr., 2002. 292 pp. \$27.50. Biography of the man who built GM into one of the world's largest and most productive industrial enterprises. Rev.: *T&C*, Vol. 45, 1 (Jan. 2004), pp. 192–94.
- ♦ Arthur Krim. **Route 66: Iconography of the American Highway.** Univ. of Chicago Pr., 2006. 220 pp. \$35. The railroads that preceded the highway, and the planning and construction of roads that were eventually incorporated into the route, followed by a discussion of how the route became a well-known symbol of the American road during the mid-20th century. Rev.: *T&C*, Vol. 48, 3 (July 2007), pp. 658–59.
- ♦ Christopher W. Wells. **The Road to the Model T: Culture, Road Conditions, and Innovation at the Dawn of the American Motor Age.** *T&C*, Vol. 48, 3 (July 2007), pp. 497–523. The factors behind the Model T's success with an emphasis on the challenge of designing a vehicle that had a favorable power-to-weight ratio that could also travel America's unimproved roads.

RAILROADS

- ♦ Benjamin L. Bernhart. **Pennsylvania Railroad in the Schuylkill River Valley.** Village Viking, 2006. 156 pp. \$49.95. Heavily illustrated history of the Schuylkill River Division, which has operated from the 1880s to today as parts of Norfolk Southern, SEPTA, and Blue Mt. & Reading. Rev.: *NHRS Bulletin* (Fall 2006), pp. 37–38.
- ♦ Martin R. Karig III. **Hard Coal and Coal Cars: Handling Anthracite on the New York, Ontario & Western Railway.** University of Scranton Pr., 2006. 220 pp. \$55. Details of every facet of car construction, appliances, and accessories.
- ♦ Peter E. Lynch. **New Haven Passenger Trains.** MBI Publishing, 2005. 160 pp., illus. \$34.95. Detailed description of the lines operated by the New Haven RR with a focus on passenger services and accommodations. Boston-New York main line and trains to resort areas in the Berkshires, Cape Cod, and White Mountains. Rev.: *NHRS Bulletin* (Fall 2006), p. 34.
- ♦ William D. Middleton [SIA]. **Railroad Standardization—Notes on Third Rail Electrification.** *R&LHS Newsletter* (Fall 2007), pp. 10–11. The Wilgus and Sprague protected third-rail system.
- ♦ Adam Nossiter. **A Streetcar of Solace Is Back in New Orleans.** *NY Times* (Dec. 30, 2007). The St. Charles streetcar line, damaged by Hurricane Katrina, re-opens.
- ♦ Edward Ridolph. **A Tale of Two Cities: The Fall and Rise of Streetcars in Memphis and Little Rock.** *NRHS Bulletin* (Fall 2006), pp. 18–27. History of early streetcar systems, their decline in the 1930s, and rebirth in the 1990s.

- ◆ Carlos A. Schwantes and James P. Ronda. **The West the Railroads Made.** Univ. of Wash. Pr., 2008. 256 pp., illus. \$39.95. Focus on the economic, social, and cultural impacts of the railroads on the American west. Richly illustrated.
- ◆ Brian Solomon. **Working on the Railroad.** Voyageur Pr., 2006. 160 pp., illus. \$34.95. The evolution of railroad labor in the 19th century. Descriptions of responsibilities and working conditions of brakemen; conductors; engineers and firemen; levermen, operators, and dispatchers; and maintenance-of-way laborers. Rev.: *NHRS Bulletin* (Fall 2006), pp. 35–36.
- ◆ Kenneth C. Springirth. **East Broad Top Railroad.** Arcadia Books, 2008. 128 pp. \$19.99. Avail.: febtstore@comcast.net. 200 photos of the EBT, many from the company archives.
- ◆ Lloyd E. Stagner. **Santa Fe Steam Survivors.** South Platte Pr., 2006. 48 pp., illus. A guide to the location and condition of 51 surviving Santa Fe steam locomotives—all that remain of a fleet that numbered over 3,400. Rev.: *NHRS Bulletin* (Fall 2006), p. 36.
- ◆ Robert C. Sturm and William G. Thom. **The New York Connecting Railroad: Long Island's Other Railroad.** Long Island-Sunrise Trail NHRS Chapter (Box 507, Babylon, NY 11702), ca. 2007. \$38.45 ppd. Planning, design, construction, and operation of the line that served as the link between the PRR and points north.
- ◆ Russell Tedder. **A Day on the Loping Gopher.** Eridu Pr. (302 Fork River Rd., Sherwood, AR 72120). 2006. 20 pp., 36 illus. \$12 ppd. while they last from the author. Self-published memoir of a single day, Aug. 18, 1954, on the Live Oak, Perry & Gulf RR. Offers a detailed portrait of a rural southern shortline during its transition from steam to diesel. This sketch, with its splendid, detailed, car-by-car accounting of each train, and dispositions of the road's various locomotives, is enhanced by such quirky remembrances as a conductor serving as maintenance-of-the-way paymaster en route and kinship relations among the employees.
- ◆ Lorette Treese. **Railroads of New Jersey.** Stackpole Books, 2006. 228 pp., illus. A region-by-region history of New Jersey's railroads with a guide to contemporary railway operations, museums, and historic sites. Rev.: *NHRS Bulletin* (Fall 2006), p. 37.
- ◆ John H. White, Jr. **A Short History of American Locomotive Builders of the Steam Era** is a special theme issue of *Railroad History* No. 197 (Fall–Winter 2007). Includes an overview essay, a gazetteer of builders (including dozens of long-forgotten iron works and machinists), profiles of 50 individuals who helped shape the locomotive industry, an index to related articles in R&LHS publications, and steam locomotive nomenclature.
- ◆ Andrew D. Young. **When Missouri Took the Trolley.** Archway, 2007. \$54.95. Encyclopedic coverage of Missouri streetcar and interurban lines. Rev.: *NHRS Bulletin* (Fall 2006), p. 35.

MACHINE TOOLS

- ◆ Roger Lloyd-Jones and M. J. Lewis. **Alfred Herbert Ltd. and the British Machine Tool Industry.** Ashgate, 2006. 352 pp. \$99.95. Economic analysis of the British machine tool industry, which was characterized by concentration on general-purpose machines for export. Reasons behind the industry's precipitous decline in the late 1970s. Rev.: *T&C*, Vol. 48, 3 (July 2007), pp. 644–46.
- ◆ David R. Meyer. **Networked Machinists: High-Technology Industries in Antebellum America.** Johns Hopkins Univ. Pr.,

2007. 311 pp. \$49.95. Argues that the nation's first high-tech industries were in iron foundries, steam engine works, locomotive works, machine and tool shops, and firearms manufacturers. Workers pioneered the practice of dispersing technological expertise through “communities of practice.”

BRIDGES

- ◆ Glenn Collins. **In Winds of Winter, Midair Park Takes Shape.** *NY Times* (Jan. 2, 2008). Progress converting NY City's High Line viaduct (*SIAN*, *Spring–Summer* 2004) into a pedestrian parkway.
- ◆ Joseph D. Conwill. **Burr Truss Framing.** *Covered Bridge Topics* (Winter 2008), pp. 3–13. Detailed, illustrated description of bridgwright Theodore Burr's framing techniques.
- ◆ Eric DeLony [SIA]. **Past Imperfect: How Best Can the USA Move Forward with Historic Bridge Preservation?** *Bridge Design & Engineering (UK)*, Issue 50 (2008), pp. 36–37. Advocates for a more comprehensive approach to a national historic bridge program.
- ◆ Denis Gardner. **Wood, Concrete, Stone and Steel: Minnesota's Historic Bridges.** Univ. of Minn. Pr., 2008. Describes a wide range of bridge types found in Minnesota with more than 225 illustrations. Development of engineering and construction innovations. Impact of bridges on the state's life and culture. Politics and personalities behind the task of creating and maintaining safe, and often beautiful, crossings.
- ◆ Horace King. **African-American Bridge Builder.** *Georgia Engineer* (Feb./Mar. 2008), p. 48. Brief biography of freed-slave covered bridge builder responsible for many spans in the South from the 1840s to 1870s.
- ◆ Melissa Jurgensen. **Kentucky's Covered Bridges.** Images of America Series, Arcadia, ca. 2007. \$19.99 Avail.: www.kycoveredbridges.org. Over 200 photos of 110 bridges past and present.
- ◆ SIA New England Chapters Newsletter, Vol. 29, 2 (2007) includes Amanda Ciampolillo, *FEMA Restoration of Silvermine Ave. Retaining Wall and Culvert, Norwalk, Conn.* (repairing a pre-1851 stone culvert and retaining wall); Brian R. Sweeney, *Perry Ave. Bridge Improvements* (rehabilitating a stone arch bridge built in 1899); and Stacy Vairo, *Devon Rail Bridges Get a Lift* (documenting the 1905 Scherzer rolling-lift bridge).

BUILDINGS & STRUCTURES

- ◆ Stuart W. Leslie. **Toledo's Perfect Glass Box.** *Timeline* (Apr.–June 2008), pp. 32–47. History and architecture of the Libbey-Owens-Ford Glass Co. headquarters in Toledo, built in 1960. Avail: Ohio Historical Society, 1982 Velma Ave., Columbus, OH 43211. \$14 ppd.
- ◆ Jason Scott Smith. **Building New Deal Liberalism: The Political Economy of Public Works, 1933–1956.** Cambridge Univ. Pr., 2006. 283 pp. \$75. How New Deal projects from dams to airports facilitated economic development. Rev.: *T&C*, Vol. 48, 3 (July 2007), pp. 659–61.

MINES & MINING

- ◆ Peter Crow. **Do, Die, or Get Along: A Tale of Two Appalachian Towns.** Univ. of Ga. Pr., 2007. 220 pp., illus. \$19.95. Story of two towns, St. Paul and Dante, in the coal country of southwestern Virginia, as told by 26 local residents. Rev.: *H-Southern-Industry* (Mar. 31, 2008).

- ◆ Richard G. Healey. **The Pennsylvania Anthracite Coal Industry, 1860–1902**. Univ. of Scranton Pr., 2008. 550 pp., illus., maps. \$60. Economic development from the Civil War to the Great Strike of 1902. Situates the industry within its regional and national contexts. The restricted extent of the coalfields is contrasted with the wider coal distribution region from the Northeast to Great Lakes. The changing relationships between the coal-hauling railroads and mining companies, as the former increasingly assumed control of mineral rights, mines, and breakers. Statistical data on hundreds of mines is used to evaluate the decision making and investment behavior of entrepreneurs and corporate managers.
- ◆ Carol Siri Johnson [SIA]. **The Evolution of Illustrated Texts and Their Effect on Science: Examples from Early American State Geological Reports**. *Leonardo*, Vol. 1, 2 (2008), pp. 120–27. State geologic reports in the early 19th century were among the pioneering volumes to make widespread use of new graphic capabilities to produce thousands of woodcuts, etchings, lithographs, and hand-painted maps. In addition to geologic features, images of mines, and mining landscapes.
- ◆ Judith Walker Linsley, Ellen Walker Rienstra, and Jo Ann Stiles. **Giant Under the Hill: A History of the Spindletop Oil Discovery at Beaumont, Texas, in 1901**. Texas State Historical Assn., 2002. 304 pp., maps, photos. \$29.95. The story of Texas's first oil boom. Rev.: *T&C*, Vol. 45, 1 (Jan. 2004), p. 191.
- ◆ Robert Pavey. **McDuffie County Was Rich in Ore**. *Augusta (GA) Chronicle* (Mar. 30, 2008). Brief historical account of gold mining in northeast Georgia in the 19th century, including development of stamp mills.
- ◆ Robert P. Wolensky and Joseph M. Keating. **Tragedy at Avondale: The Causes, Consequences, and Legacy of the Pennsylvania Anthracite Coal Industry's Most Deadly Mining Disaster, September 6, 1869**. Canal History & Technology Press (National Canal Museum, 30 Centre Sq., Easton, PA 18042; www.canals.org), 2008. 191 pp. \$19.95. Details of the tragedy that killed 108 workers underground, along with numerous illustrations from periodicals of the time. Goes well beyond a thoroughly researched recounting of the events before and after the fire to analyze the prevailing social and work environments, including favoritism, nationalistic resentment, Molly Maguirism, politics, and resistance to mine-safety laws that could have prevented the tragedy, and recent community efforts to memorialize the site and event. Delves into how and why it happened, and why this tragedy is still unresolved in the minds of many local residents.

AGRICULTURE & FOOD PROCESSING

- ◆ Lauren E. Brittingham. **"Buy It by the Gallon!" A History of Lewes Dairy**. *Delaware History*, Vol. 32, 1 (Fall–Winter 2007), pp. 33–48. Evolution of a commercial dairy established in 1919 and still in business.
- ◆ Christopher Gray. **Vanished City Industry Uncovered in Land Fight**. *NY Times* (Jan. 13, 2008). The area between NY City's West 125th and 133rd streets was the location of two major dairies established in the early 20th century. Interviews Mary Habstritt [SIA], who has researched the history of the dairies in advance of a plan for Columbia University to expand into the area.
- ◆ Mark Harvey, Stephen Quilley, and Huw Beynon. **Exploring the Tomato: Transformations of Nature, Society, and Economy**. Edward Elgar, 2003. 304 pp. \$85. Changes in tomato processing (primarily pressure cooking), starting in the 1870s,

led to the mass production and marketing of tomato sauces and canned tomatoes, as well as changes in horticulture to produce uniform fruit. Rev.: *T&C*, Vol. 45, 1 (Jan. 2004), p. 222.

POWER GENERATION

- ◆ C. J. Hughes. **Homey New Uses for Old Utilities**. *NY Times* (Mar. 9, 2008). Examines the trend in adaptive reuse of powerhouses, particularly conversion into condominiums. Case studies of Providence, Jersey City, Long Island City, and Boston. Architectural style is considered a positive attribute.
- ◆ **Windmillers' Gazette** is a quarterly journal for the preservation of America's wind power history and heritage. Vol. 28, 1 (Winter 2008): T. Lindsay Baker, *Carter "OK," and "Daisy OK," Windmills* (windmills made by the Challenge Co. of Batavia, Ill.) and *Holding on to Pipe: An Overview of Historic Pipe Holders, Pipe Dogs, and Related Tools*. Vol. 28, 2 (Spring 2008): T. Lindsay Baker, *A Closer Look at the Steel Star: The Pioneer All-Metal Windmill of the Flint & Walling Manufacturing Company* (windmill introduced by the Indiana-based company in 1892) and *Windmills for Pumping Water at Institutions* (windmills at schools, hospitals, etc. in the late 19th c.). Avail: Box 507, Rio Vista, TX 76093. \$20/yr.; www.windmillersgazette.com.

IRON & STEEL

- ◆ Carol Siri Johnson [SIA]. **Prediscursive Technical Communication in the Early American Iron Industry**. *Technical Communications Quarterly*, Vol. 15, 2 (2006), p. 171–89. Examines the discourse surrounding the charcoal iron industry between 1760 and 1860, suggesting that prior to industrialization, technical communication took place in the absence of books through oral communications and observation of physical activity. Analyzes letters written in 1770 by Robert Erskine, who described the processes of mining, smelting, and casting iron, based on his conversations with workers. A flood of publications in the 1860s signified the disappearance of this prediscursive world.
- ◆ Carol Siri Johnson [SIA]. **The Steel Bible: A Case Study of 20th Century Technical Communication**. *Journal of Technical Writing & Communication*, Vol. 37, 3 (2007), pp. 281–303. Fascinating analysis of the evolution of the "steel bible" (*The Making, Shaping and Treating of Steel*) from the 1st ed. (1919) to the 11th ed. (1998–99). Originally it came from the factory floor and the words of plant managers, and later became a highly abstracted representation of knowledge. It traces the growth and decline of the steel industry, including the eventual closing of American steel plants in the publication's sudden absence of photos and infusion of international references.
- ◆ Lorelei Sims. **The Backyard Blacksmith**. Astragal Pr. (www.astragalpress.com), 2006. 176 pp., illus. \$24.99. Step-by-step, full-color exercises teach the universal skills and techniques used to forge iron. Also, Randy McDaniel. **A Blacksmithing Primer**. Astragal Pr., 2004. 184 pp., illus. \$25. And, **A Blacksmithing Primer DVD**. 3 DVDs, 6 hrs. \$139.95. Teaches the standard techniques for beginning and intermediate blacksmiths.
- ◆ Peter B. Treiber and Elizabeth A. Kovach. **Inside Bethlehem Steel: The Final Quarter Century**. PT Photo Books (www.insidebethlehemsteel.com), 2008. 140 pp., 92 photos. \$49.95. Beautifully produced photo essay captures the work and activity of making steel, 1977–2000.
- ◆ Nancy B. Zastrow. **Lives Shaped by Steel: Celebrating East Coast Outdoor Metal Artists**. Astragal Pr., 2004. 248 pp.,

(continued on page 16)

SITES & STRUCTURES

The U.S. Dept. of Energy is working with the National Park Service to consider preservation options for the **Hanford B Reactor** in Hanford, Wash. The reactor was the nation's first full-scale nuclear reactor and created plutonium for the atomic bomb test at Trinity, N.M., and for the bomb dropped on Nagasaki, Japan. Plans were to begin tearing down the reactor in 2010, but the department is now reconsidering that decision and evaluating options that would turn it into a museum.—*Tri-City (Wash.) Herald* (Mar. 13, 2008)

Eight **historic Michigan lighthouses** will receive more than \$215,000 in preservation grants through the sale of "Save Our Lights" license plates in 2008, reports the Michigan Dept. of History, Arts and Libraries. The program has given more than \$1 million to lighthouse preservation and restoration since it began in 2000. The Great Lakes State has more lighthouses than any other state in the nation. — *Detroit Free Press* (Mar. 17, 2008)

In Oct. 2005, Hurricane Dennis toppled and smashed Florida's **St. George Island Lighthouse**. It was built in 1852 and decommissioned by the Coast Guard in 1995. Following its destruction, the St. George Lighthouse Assn. decided to reconstruct it, making it what is believed to be the first brick lighthouse built in the U.S. since the 1880s. In Apr. 2008, workers finished bolting the new glass lantern room atop the 65-ft. structure.

Preservation Maryland's "Endangered Maryland" list includes the **Double Mills**, the last remaining grist mill on the lower Eastern Shore, which is threatened by modern development and deterioration; **Big Shade Run Bridge** and

Little Shade Run Bridge, two 180-yr.-old stone-arch bridges on the Old National Road in western Maryland that are in danger of collapse; and the **Flora A. Price**, the largest remaining skipjack of the last working commercial fleet in the country. (A skipjack is a wide-bottomed sailing boat developed in the 1890s to dredge oysters in the shallow waters of the Chesapeake Bay.) Congratulations to Preservation Maryland for recognizing sites of IA interest!

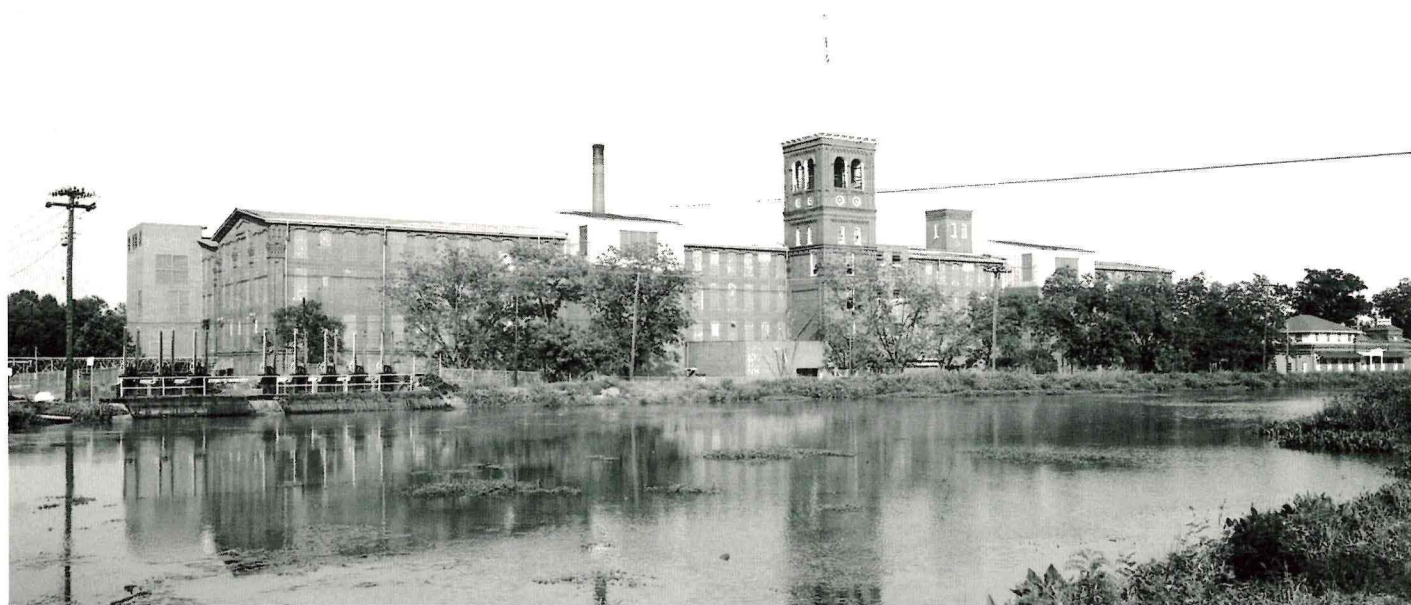
Tragedy struck the **Imperial Sugar Refinery** (tour site—1999 SIA Annual Conference, Savannah) on Feb. 7. Nine workers lost their lives and dozens of others were wounded in an explosion. The plant, established in 1916 by Benjamin and Thomas Oxnard, was known for its Dixie Crystals brand. The refinery was badly damaged and remains shut down. The Texas-based Imperial Sugar plans to rebuild. — *Savannah Morning News* (Feb. 23, 2008)

The Medical College of Georgia is proposing to re-use the former mills of the **Athens Cotton & Wool Factory**. The complex consists of two stone mill buildings built in 1857-58, among the oldest textile mills surviving in Georgia. The University of Georgia Real Estate Foundation bought the complex and five acres of land for \$7.3 million and will spend that much again in rehabilitation.—*Morris News Service* (Feb. 19, 2008)

The **Augusta Canal** is scheduled to receive more than \$700,000 in needed repairs, primarily aimed at minimizing seepage and stabilizing embankments. The Georgia canal was built in 1845 and remains at work supplying the city's drinking water and hydropower for industries—*Augusta Utilities Dept.* (Mar. 20, 2008)

(continued on page 16)

HAER GA-15



Augusta Canal with John P. King Mfg. Co. in background.

LOST

Dewey Bridge was destroyed by a fire in April. The suspension bridge over the Colorado River on Route 128 east of Moab, Utah was listed on the National Register of Historic Places. When built in 1916, it was reportedly the longest suspension bridge west of the Mississippi River. Police say that a 7-yr.-old boy playing with matches accidentally started a brush fire that quickly spread from an adjacent campground to engulf the bridge.—*Salt Lake Tribune* (Apr. 7, 2008)

PRESERVED

The **Kinsol Trestle**, Canada's tallest wood trestle at more than 44 m, will be undergoing a \$5 million restoration. The trestle was completed in 1920 by the Canadian National Ry. as part of a 400 km line to link Victoria and Port Alberni. It was named after the nearby King Solomon copper mine at the south end of the Cowichan Valley northwest of Victoria, B.C. The trestle hasn't been used since 1979 when the line was decommissioned. It will be re-opened to pedestrians and bicyclists as part of the Trans-Canada Trail.—*Globe and Mail* (Mar. 11, 2008)

Salem (Ore.) celebrated the renovation of the **Union Street Railroad Bridge** in Mar. 2008. The bridge, spanning the Willamette River, was built in 1912-13 and ranks as one of the oldest Waddell-type, vertical-lift bridges remaining in the U.S. The bridge has been converted into a facility for pedestrians and bicyclists. It recently was sold to the city by the Union Pacific RR for \$1. As part of the deal, the railroad also established a \$550,000 maintenance fund.—*Salem News* (Feb. 29, 2008)

The city of Fruita, Colo. has received a \$200,000 grant from the Colorado Historic Society for preservation of the **Fruita Bridge** over the Colorado River (*SIAN*, Spring 2005). Built in 1907, it's among the oldest pin-connected through-truss bridges remaining in the Rocky Mountain region. The truss was in danger of collapsing from undermining of the piers and will be stabilized.

The **Myrtle Creek Bridge** (Myrtle Creek, Ore.) has reopened to traffic after nearly two years of rehabilitation work. Built in 1921, the bridge is a reinforced-concrete open-spandrel-arch bridge designed by Conde McCullough, Oregon's state highway bridge engineer from the late 1910s to the 1930s. McCullough is perhaps best known for his bridges that grace the Coastal Highway (Highway 101), but the Myrtle Creek Bridge with its Gothic arches and Romanesque handrails ranks with his best work. The contractor for the rehabilitation, Oregon Bridge Engineering Co., carefully studied McCullough's design and recreated many of the labor-intensive methods used to form and finish the architectural details.—*Oregon News* (Mar. 27, 2008)

The **Bollman truss bridge**, formerly of Meyersdale, Pa. (*SIAN*, Fall 2004), has been rehabilitated and re-opened as a pedestrian bridge on the Great Allegheny Passage Trail over Scratch Hill Road in Summit Twp., Somerset Co. The bridge was designed and built by renowned B&O RR Master-of-Road Wendel Bollman in 1871. It is widely regarded as the oldest surviving all-metal, Warren-truss bridge in the country. The bridge originally carried the railroad's Connellsville Branch over Wills Creek. It was



Dewey Bridge, Moab, Utah.

removed from service about 1910 and then used to carry a private road over the railroad. An alliance of seven trail associations raised about \$50,000 to fund the project.

THREATENED

Efforts to preserve the **Black Warrior River Bridge** (*SIAN*, Winter 2006 & Fall 2007) have run into a snag. Friends of Historic Northport (Ala.) had helped the city secure a \$140,000 federal grant to pay for relocating and restoring the bridge, which is currently neglected on an abandoned road in the woods. Then bids to do that work came in at \$350,000, nearly twice the original estimate. The 203-ft.-long, wrought-iron, bowstring, through-truss bridge was built in 1882 by the King Iron Bridge Co. of Cleveland, Ohio. It is believed to be the oldest and longest of its type surviving in the U.S. The plan was to move the bridge to a river walk atop the levee in Northport, but the city council denied a request for financial support over and above the federal grant. Instead, the city has declared the bridge surplus and sold it for \$1 to the friends group, relieving the city of all responsibility. The group is now free to pursue other preservation alternatives, including relocating the bridge to a local park, but they will lose the federal grant since private groups are ineligible for funding. —*Tuscaloosa News* (Feb. 4, 20, & Apr. 13, 22, 2008)

The State of New York has, over the objections of preservationists, given the go ahead for the replacement of the **Thaddeus Kosciuszko Bridge** over Newtown Creek in Queens, N.Y. (tour site—2002 SIA Annual Conference). Built in 1939, the bridge is considered a fine example of a Warren through-truss bridge. It carries the Brooklyn-Queens Expressway between Greenpoint and Maspeth. Work on a replacement bridge is not expected to begin until 2011.—*Brooklyn Paper* (Mar. 31, 2008)



HAER CA-176, Tavo Olmos, 1996

Sixth Street Bridge, Los Angeles, Calif.

Thirteen Los Angeles River bridges, including the **Glendale-Hyperion Bridge**, **Fourth Street Bridge**, and **Sixth Street Bridge**, built during the 1920s and 1930s and known to millions of Americans, if not by name but as the background for countless Hollywood movies and television shows, have been listed as landmarks by the city preservation commission. The crossings are slated for more than \$280 million in upgrades or to be replaced, if upgrade is too costly, by 2014. The monumental, reinforced-concrete bridges feature Art Deco and Moderne styling with pylons, lamp posts, and railings. Local preservationists are bringing attention to the bridges in an effort to bolster support for safeguarding them.—*L.A. Dailynews.com* (Apr. 10, 2008) ■

Letter to the Editor

Regarding [the] report on **Jackson County covered bridges** (*Indiana IA Update*, *SIAN*, Summer 2007): [it] is partially incorrect. Grants have been awarded for the Bell Ford Bridge from both the [federal] National Historic Covered Bridge Program and the Transportation Enhancement program totaling \$1,640,000; unfortunately, due to the financial health of our county and local funding handicaps, we have been unable to meet most of the local match but we are seeking funds.

Mr. Darlage [County Commission President] has stated no local tax dollars may be utilized to rehabilitate any of our covered bridges even though the county commissioners are responsible for all county-owned structures Indiana's covered bridges are not in Ohio or Vermont where covered bridges are viewed as an economical benefit to the community.

What we need is matching funds for the Bell Ford Bridge fund. This only remaining Post truss "combination" [wood and iron] bridge is a national treasure Interested parties may make a contribution to the Jackson County Auditor, Attn: Debbie Eggerman, Courthouse, Browntown, IN 47220 [Fund 54, Bell Ford Bridge].

Fleeta K. Arthur [SIA], Secretary
Jackson County Park & Recreation Board

Editor's Note: The Bell Ford Bridge, built in 1868, collapsed in early 2006. Although the trusses were successfully salvaged, the county commissioners do not wish to rebuild it at its original site.

PUBLICATIONS OF INTEREST (continued from page 12)

photos. \$41.95. Gates, railings, signs, sculptures. How artists do their work, get their ideas, and the challenges of being a blacksmith in today's environment.

GLASS

- ♦ Michael Lamm. **The Fiberglass Story.** *I&T* (Spring 2007), pp. 8-16. It started with a couple of lab mistakes, proved to be a breakthrough for filters and insulation, and soon was shaping the hottest cars and most creative furniture. Owens-Illinois Glass Co. in Alton, Ill.
- ♦ Timothy Messer-Kruse. **The Glass Boys of Ohio.** *Timeline*, Vol. 25, 1 (Jan.-Mar. 2008), pp. 20-37. Detailed look at child labor in Ohio's glass factories, ca. 1850-1920. Richly illustrated. As Ohio's glass industry boomed, a shortage of child labor stimulated technological changes such as conveyor systems. Avail: Ohio Historical Society, 1982 Velma Ave., Columbus, OH 43211. \$14 ppd.

ARMS & AMMUNITION

- ♦ David Bachrach. **Crossbows for the King: The Crossbow during the Reigns of John and Henry III of England.** *T&C*, Vol. 45, 1 (Jan. 2004), pp. 102-119. The variety of materials employed in crossbow construction and the relative ratios of various crossbow types among the English troops, 1199-1272.

- ♦ C. L. Bragg, et. al. **Never for Want of Powder: The Confederate Powder Works in Augusta, Georgia.** Univ. of S.C. Press, 2007. illus. 318 pp. \$44.95. Definitive history of the establishment and successful operation of the powder works. Includes 70 plates of architectural drawings and photos. The works survived the Civil War only to be torn down in the 1880s, all except for the smokestack, to provide brick for textile mills. Rev.: *H-Southern-Industry* (Dec. 2007).

ABBREVIATIONS:

<i>I&T</i>	= <i>American Heritage of Invention & Technology</i>
NHRS	= National Ry. Historical Society
R&LHS	= Railway & Locomotive Historical Society
T&C	= <i>Technology & Culture</i> , published by the Society for the History of Technology (SHOT)

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.

SITES & STRUCTURES (continued from page 13)

The **American [ex-Wiessner] Brewery** (tour site—1995 SIA Annual Conference, Baltimore), with its architecturally stunning brewhouse built in 1887, has been vacant and deteriorating for many years in an economically depressed section of East Baltimore. Developers have finally begun work to convert the brewery into office space. Humanim Inc., a nonprofit social services agency and the lead developer for the project, intends to move into the brewery when construction is complete—*Baltimore Sun* (Jan. 12, 2008)

The last known **Model 91 Marion Steam Shovel** was listed on the National Register of Historic Places in March. The hulking steel sentinel stands guard on the road just east of the Village of LeRoy, N.Y. The 100-ton shovel took seven men to operate its three engines and maneuver it within the confines of the General Crushed Stone Co. quarry. It was manufactured by the Barnard Steam Shovel Co. of Marion, Ohio, about 1915. It survived the scrap drives of WWII and was retired from service in 1949. It has been on display ever since.—*Heritage News* (Apr. 2008)

A landmark seen by millions traveling the New Jersey Turnpike is slowly being dismantled. The 252-ft. **Mary Murray**, a former Staten Island ferry built in 1937, has been moored in the Raritan River within view of the turnpike bridge at New Brunswick since 1982. The current owner intended to convert it into an attraction, but instead the ferry slowly deteriorated and was eventually deemed an

environmental hazard by state regulators. The vessel was too unstable to move and too expensive to be repaired. It is being sold for scrap.—*Home News Tribune* (Mar. 20, 2008) ■

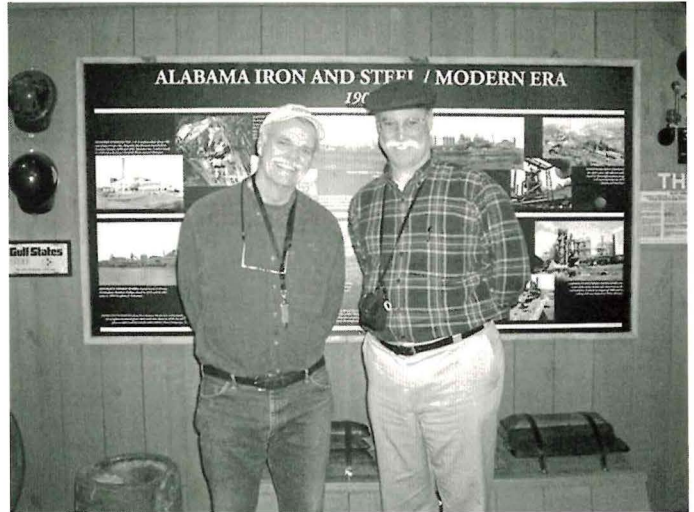


American Brewery, Baltimore, Md.

CHAPTER NEWS

Northern New England sponsored the 20th Annual Conference on New England IA at Plymouth (N.H.) State University in February with presentations on textile mills; bridges; IA of Boston and Columbia County, N.Y.; the American Textile History Museum; Middlesex Canal; Maynard Ammunition Sub-Depot; Fort Corregidor (Philippines); and the evolution of European shipbuilding prior to 1500 A.D. The chapter's spring tour was to Portland, Maine, with a focus on the Cumberland & Oxford Canal.

Northern Ohio. On March 27, 23 members and friends visited Master Products Co., located in the Slavic Village neighborhood of Cleveland. Master Products makes custom stampings, including washers, shims, and bearings of almost infinite variety. This family-owned and -operated firm was founded in 1919 by Walter Bohn and brothers Carl and Cornelius Walters. From modest beginnings the company has grown to encompass 66,000 sq. ft., with 29 presses with capacities ranging from 15 tons to 250 tons. Viewing the entire production process, from tool-making to quality control, visitors gained new respect for the lowly washer and learned how Master Products so far is holding its own against Chinese imports.



SIA Southern Chapter Is Up and Running! Jack Bergstresser, president (right), and John Stewart, secretary, were elected at a meeting of the re-energized chapter at the Tannehill Ironworks Historical State Park in January. The chapter currently has 21 members. Info: Jim Bennett, Jim.Bennett@alalabor.alabama.gov.



Leon Jackson checks the finished product—here washers with extruded inside diameters—at Cleveland's Master Products Co., which recently was host to a Northern Ohio SIA Chapter tour.

Oliver Evans (Greater Philadelphia). At the chapter's March meeting, Dave Kavanagh gave a presentation on the history of Philadelphia's Sun Shipbuilding & Dry Dock Co. from its inception in 1916 through its sale in 1982. In May, chapter members traveled up the Delaware River to tour the Phillipsburg, N.J. water pumping plant, which features a 1913 vertical triple-expansion steam engine. Lance Metz [SIA] led the tour, which then crossed the historic 1894 Northampton St. Bridge to Easton, Pa., and the National Canal Museum (tour site—2002 SIA Fall Tour). Then it was on to the National Museum of Industrial History's Preview Center at the former Bethlehem Steel Works.

Roebling (Greater N.Y.–N.J.) held its 2008 Annual Meeting on Jan. 26 at the Paterson (N.J.) Museum. Prior to the meeting, attendees were treated to a tour of the Paterson Historic District. Spring tours included ice houses, quarries, and great walls while exploring the IA of Rockland Lake (N.Y.) State Park; Split Rock Iron Furnace in Rockaway Twp., N.J.; and a trip on the local bus along the Queens and Brooklyn East River waterfront with stops for narrated walks that focused on the industrial history of the neighborhoods. On Memorial Day weekend the Roebling Chapter joined with the American Society of Civil Engineers, Metropolitan Section and the Brooklyn Borough President's Office in celebrating the 125th anniversary of the Brooklyn Bridge.

Southern New England held its 2008 Annual Meeting on Feb. 16 at the Lawrence (Mass.) History Center. The center is located on the property of the Essex Co., the corporation that developed Lawrence as a manufacturing center in the 19th century and controlled its water supply. Attendees toured the offices, forge, stables, warehouse, dam, and canals.

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). ■

The **National Canal Museum** (Easton, Pa.) has moved its archive and library to the new Elaine & Peter Emrick Technology Center in Hugh Moore Park. Researchers may recall that for years the collection was housed off site in a residential neighborhood. With this move, it will become more readily accessible in a state-of-the-art building with high-speed internet and environmental controls. The canal museum has one of the premiere industrial history collections in the U.S. with the archival materials measuring over 1,150 linear ft. The library has more than 15,000 volumes, 300,000 photographic images, 31,000 engineering drawings, and 4,700 films, videocassettes, and audiotapes (oral histories). The focus is on the history of canals, navigable rivers, and related industries, including early railroads, anthracite mining, the early water-powered textile industry, the silk textile industry, and the steel industry in America. Currently on display in the center is an exhibit on the history of the **Dixie Cup Co.** with artifacts, documents, and a plastic web machine for producing cup lids. The modern disposable paper cup was the invention of Lawrence Luellen (1877–1934) and Hugh Moore (1887–1972). Moore proved to be an advertising genius, using shock tactics to highlight the sanitary dangers of the “common drinking cup.” Allied with public health advocates, Moore forced the railroads to begin dispensing drinks in paper cups. In 1919, Dixie Cup built a large manufacturing plant near Easton.

IA in Philately. The U.S. Postal Service’s 2008 Express Mail stamp features a painting of Hoover Dam. The dam is a National Historic Landmark. It was the tallest dam in the world when built and remains an icon of Great Depression-era public works projects.

Litchfield Collection on the History of Fatty Materials. Hagley Museum & Library (HML) has received Carter Litchfield’s significant collection of rare books, manuscripts, prints, ephemera, and artifacts. Litchfield (1932–2007, see obituary *SIAN Summer 2007*) was an active SIA member known for his extensive knowledge of milling and the processing and chemistry of plant and animal lipids. He worked for Procter & Gamble before joining the biochemistry department of Rutgers University. In retirement Carter pursued his interest in history, developing a long-standing relationship with HML, where he often conducted research. He had a passion for sharing his knowledge with others and felt strongly that he was collecting the history of significant industries and processes that had not attracted the attention of mainstream historians. He generously endowed his collection to ensure access by scholars for generations to come.—*Hagley Newsletter (Spring 2008)*

Retired NY City subway cars are in high demand, but not from commuters. Several years ago, the State of Delaware began using the old cars to build an artificial reef off its coast. The cars, after having been stripped and cleaned of hazardous materials, are sunk 80 ft. underwater and become habitat for marine life. They are heavy enough that they are not susceptible to shifting with currents, and their nooks and crannies make an ideal habitat for bluefish, mussels, sea bass, and sponges. Delaware has sunk more than 600 of the cars; the problem is that the subway-car reef has become so popular with the fish that other states’ environmental programs up and down the east coast have begun to compete for the limited number of used cars. The transit authority recently announced it would cease shipments of retired cars to out-of-state locations.—*NY Times (Apr. 8, 2008)* ■

Display of Dixie Cup advertising at the newly opened Elaine & Peter Emrick Technology Center, National Canal Museum, Easton, Pa. The center, with its state-of-the-art archives, is in Hugh Moore Park, named after the founder of the Dixie Cup Co.



WORKSHOPS & CONFERENCES

Call for Presentations. The SIA Roebling Chapter will hold the **28th Annual Drew Symposium on IA in the N.Y.-N.J. Area** at the Hall of Sciences, Drew Univ., Madison, N.J. on Oct. 26, 2008. Organizers are soliciting illustrated presentations that focus on historic industrial resources in the metro area, but also are happy to consider proposals that cover topics beyond the region. Presentations are typically 25 minutes and heavily illustrated. If you would like to make a presentation, please contact Tom Flagg (SUNY College of Optometry, 33 W. 42nd St., New York, NY 10036; tflagg@sunyopt.edu) or Allison Rachleff (allison.rachleff@earthlink.net).

Call for Papers. The **Pioneer America Society: Assn. for the Preservation of Artifacts & Landscapes** will hold its 40th annual meeting in Baton Rouge, La., Oct. 16-18, 2008. The conference theme is "landscapes at risk." There will be tours of the devastation and renewal in New Orleans guided by an expert on Creole-Caribbean architecture. There will also be a tour of River Road and the sprawling chemical complexes. The conference committee is soliciting proposals for papers, special sessions, and panel discussions. Info: www.pioneeramerica.org or Craig E. Colten, Dept. of Geography & Anthropology, Louisiana State Univ., Baton Rouge, LA 70803; (225) 578-6180; ccolten@lsu.edu.

National Preservation Institute, a nonprofit organization founded in 1980, offers professional seminars in historic preservation and cultural resource management in locations

across the U.S. Case studies and small group exercises focus on the information, technology, and skills effective managers require in today's challenging preservation environment. Info: www.npi.org.

2008 Summer Institute for Preservation & Regionalism. The University of New Mexico School of Architecture & Planning will sponsor three courses that can also be taken as part of the graduate certificate program. *Cultural Landscape Documentation and Planning: Learning from La Bajada* (June 9-13) will introduce field work techniques while documenting portions of the El Camino Real and U.S. Route 66. *Preservation Law: A Practical Tool Kit* (June 16-20) will focus on the general principles focusing on Section 106 of the National Historic Preservation Act, as well as state, tribal, and local legislation. *Assessment & Preservation Planning for Adobe Buildings* (June 23-27) introduces procedures for conditions assessment and preservation planning with field study of the chapel of San Antonio de Los Lentes. Courses will be held at the UNM campus in Albuquerque. \$575 tuition/course. Info: <http://saap.unm.edu/hprinst@unm.edu>; (505) 277-0071.

Call for Papers. The **Nordic Assn. of Conservators** (Danish branch) invites abstracts for papers to be submitted at its conference in Copenhagen, May 24-27, 2009 on the theme *Incredible Industry—Preserving the Evidence of Industrial Society*. The theme arises from the special issues surrounding the conservation of industrial heritage, materials, products, and equipment, including large and complex machines that often present a challenge to traditional conservation strategies. Paper presentations on conservation methods, technological history, analysis, and case studies are welcomed. Abstracts are due by Sept. 1. Info: www.kongres09.nkf-dk.dk. ■

Obituaries

Stuart Dixon, 51, a long-time SIA and active Oliver Evans Chapter member, passed away in late January from cancer. Stuart was a consulting architectural historian, known for his work identifying and evaluating historic sites in the Mid-Atlantic region. He was a graduate of the University of Delaware (B.A. 1980, M.A. 1990) and worked for Louis Berger Group, Inc. from 1998 to 2007. He is survived by his wife Sally and daughter Elizabeth Anne.

Harold F. Yeaton, 79, of Concord, N.H., had a life-long interest in waterpowered mills. Using materials scavenged from the Amoskeag Mills he constructed a sawmill, which became the place where his family and friends spent vacations. He was a skilled woodworker and made furniture and long-case clocks. Harold taught junior high school for more than 30 years. He is survived by his wife Betty and their four children.

MEMBER NEWS

Tim Davis, historian with the Historic American Engineering Record, was interviewed by National Public Radio's WNYC, the Leonard Lopate Show. Tim talked about the history of American parkways, including New York's historic parkways and HAER's work documenting them throughout the nation. The interview can be downloaded: www.wnyc.org/shows/lopatel/episodes/2008/03/07.

Ed Grusheski, Oliver Evans SIA Chapter President, is featured on a lengthy segment about Philadelphia's Fairmount Waterworks (tour site—2007 SIA Annual Conference) on the History Channel program, *Cities of the Underworld*. The episode is titled *Freemason Underground*. ■

CALENDAR

2008

Aug. 5–10: Intl. Committee for the History of Technology Annual Symposium, Victoria, BC. Info: <http://icohtec.uvic.ca/>.

Sept. 1–4: First Chinese Intl. Conference on Industrial Heritage, TICCIIH 2008, Chengdu, China. Info: www.ticcih.org.

Sept. 11–14: The 6th Preserving the Historic Road Conference, Albuquerque, NM. Info: www.historicroads.org.

Sept. 11–14: Society for Commercial Archeology Annual Conference, Albuquerque, NM. Paper sessions and tours of the Old Spanish Trail, Ozark Trail, and Route 66. In conjunction with the Historic Road Conference (see above). Info: www.sca-roadside.org.

Sept. 24–27: Textile Society of America Symposium, Honolulu, HI. Info: www.textilesociety.org.

Sept. 29–Oct. 4: 16th General Assembly & International Scientific Symposium of the Intl. Council on Monuments & Sites (ICOMOS), Quebec, Canada. Theme: The Spirit of Place between the Intangible and the Tangible. Info: <http://quebec2008.icomos.org>.

Oct. 3–4: Heritage: Past, Present, and Future, NY State Historical Assn., Cooperstown, NY. History, current state, and future of the heritage preservation field, with emphasis on traditional craft. Info: www.nyfolklore.org/about/janevents.html.

Oct. 11–14: Society for the History of Technology (SHOT) Annual Meeting, Lisbon, Portugal. Info: www.shot.jhu.edu.

Oct. 15–19: SIA FALL TOUR, CHATTANOOGA, TN. Theme: "Industry of the Old and New, New South." Site tours will feature synthetic fabrics, carpets, ceramics, historic bridges, blast furnaces, railroads, plastics, and more. Info: www.sia-web.org.

Oct. 16–18: Pioneer America Society: Assn. for the Preservation of Artifacts & Landscapes Annual Meeting, Baton Rouge, LA. See article in this issue. Info: www.pioneeramerica.org.

Oct. 28: 28TH ANNUAL DREW SYMPOSIUM ON IA IN THE N.Y.–N.J. REGION. Sponsored by the Roebling SIA Chapter. See call for presentations in this issue. Info: RCSIAprez@aol.com.

Nov. 6–7: Automobility: A Conference on the 100th Anniversary of the Model T, Hagley Museum & Library, Wilmington, DE. Info: Carol Lockman, clockman@hagley.org.

2009

Mar. 7–8: Washington on the Move: The Architecture of Transportation in the Capital Region, Washington, DC. Latrobe Chapter, Society for Architectural Historians. Paper proposals requested by Sept. 2. Info: www.latrobechaptersah.org.

May 24–27: Incredible Industry: Preserving the Evidence of Industrial Society, Copenhagen, Denmark. See article in this issue. Paper proposals requested. Info: www.kongres09.nkf-dk.dk. ■

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

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