SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

Volume 37 Fall 2008 Number 4

PANOMETERS IN LEIPZIG AND DRESDEN

panometer, n.—a former gasometer house [as with the SIA logo] in which panoramic art has been installed.

The art of panorama has been revived in unusual fashion in Leipzig and Dresden, Germany, by artist and architect Yadegar Asisi. He has installed his huge works of art in former gasometer (or gasholder) buildings, naming them "Panometers," a combination of "panorama" and "gasometer." Not only does the artwork offer an intriguing adaptive re-use, but it showcases the beautifully detailed architecture of the gasometer houses themselves.

The panorama, invented by painter Robert Barker in 1787, is a circular painting which surrounds the viewer. It is often termed an early form of "virtual reality." Viewers climb to a platform and are surrounded by the painting; the bottom of the painting is hidden by the platform, and the top of the painting is hidden by an umbrella-like fabric "velum." Natural light enters from a ring of glass in the roof and illuminates the painting; the light source is hidden by the velum. With all references to distance removed, the viewer literally feels part of the scene. The word "panorama" is a neologism meaning all-encompassing view; shortly after Barker gave the name to his invention, the word was already being applied to an overview, not only of a landscape, but to a particular field of knowledge.

The panorama enjoyed a huge popularity in the late-18th century and early 19th, and again in the 1880s. In the U.S., the huge circular paintings were often called "cycloramas" to distinguish them from another optical entertainment, the "moving panorama." Belgian syndicates standardized the size of the paintings and the rotundas so that paintings could be shown in one city after another. Panorama painting was also

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Suzanne Wray photos

Gasometer I in the Dresden Reick facility, built in 1880, houses the Dresden panorama, a recreation of the city in 1756.

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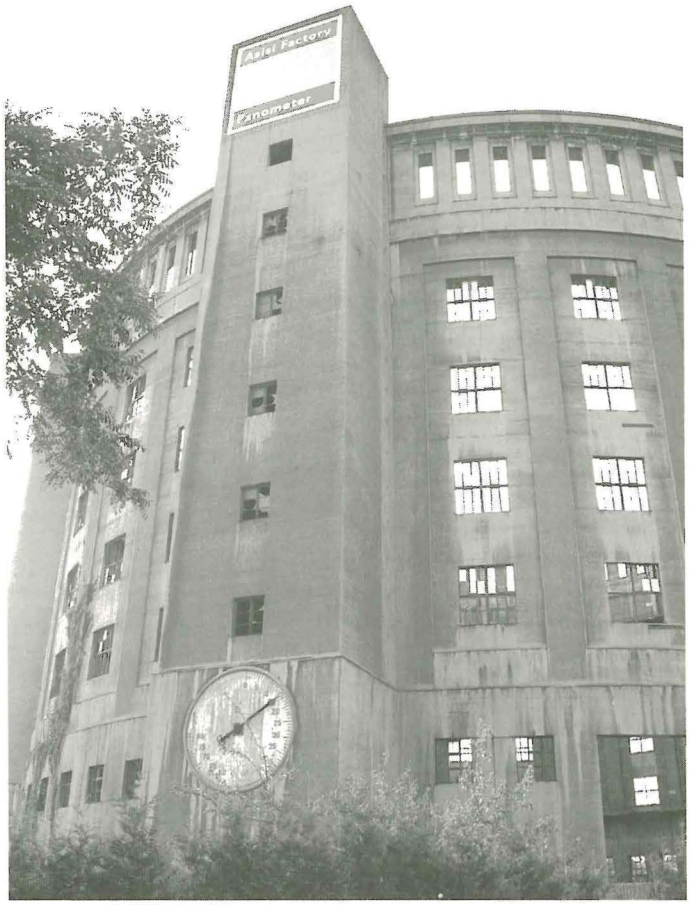
standardized; an artist would research the battle (most panoramas showed battle scenes), the battlefield, and the participants, and prepare sketches. A team of artists and their assistants would transfer the sketch to the huge canvas. The entire process could take six months to a year. Panoramas were a popular attraction in cities around the world. New York City had three rotundas at one time. But the panorama craze faded, stockholders saw smaller and smaller profits as the public found other entertainments. The huge rotundas were often ill-adapted for other uses and demolished; the paintings, with rare exceptions, disappeared.

Asisi, born in Vienna of Persian immigrants, became fascinated by the historic panorama. He realized that the gasometer houses, with their cylindrical form and domed roof with skylight, resembled the rotundas that traditionally housed panorama paintings. Like the 19th-century cyclorama painters, Asisi and his team, who style themselves the Asisi Factory, do extensive research, using photography, models, maps, and smaller studies. But a computer model allows the artist to create a collage from various sources, and a digital pen allows him to "paint" the transitions. Large-scale printers with very high resolutions transfer the result to strips of polyester fabric about 10-ft. wide, which are then joined together before the panorama is suspended from below the roof of the gasometer house.

Asisi's first work, "Everest 360" opened in Leipzig in a former gasholder house in 2003. The remodeled Gasometer II is owned by Leipzig Public Service, and currently houses "Rome 312," Asisi's recreation of a late-19th-century panorama painted in Munich, for which only black-and-white photographs survive. Visitors can read about ancient Rome, the original painted panorama, and view artifacts and images of ancient Rome before climbing to the top of the viewing platform, where the huge panorama surrounds them. Light and sound effects have been added to heighten the illusion. A second gasometer house is located close by, unused, its roof open.

In Dresden, DREWAG, Dresden's public works, remodeled an 1880 gasholder house and is a sponsor of Asisi Factory's "1756 Dresden", a recreation of Dresden in the legendary era of the Saxon Baroque. The preparations for the project took two years, with the gasometer house restoration carried out by DREWAG while Asisi and his team researched and prepared the panorama, which opened in 2006. Nearly ten-stories high, the panorama offers the viewer an incredible experience, with music and sound-and-light effects.

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In 1907-08, Dresden's Erlwein gasometer house was built in reinforced concrete.

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*.

Mailing date for Vol. 37, 4 (Fall 2008), Dec. 2008. ISSN 0160-1067. If you have not received an issue, apply to SIA-HQ (address above) for a replacement copy.

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

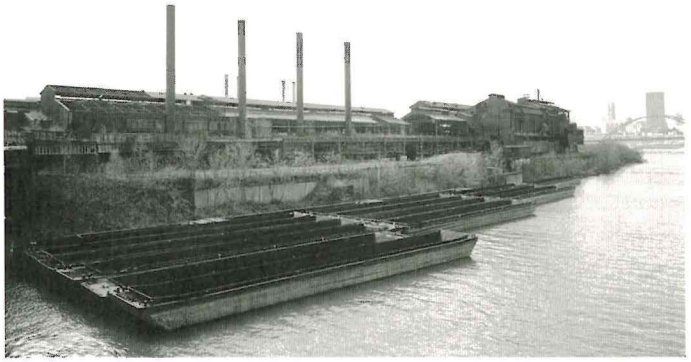
TO CONTACT THE EDITOR: Patrick Harshbarger, Editor, SIA Newsletter, 305 Rodman Road, Wilmington, DE 19809; (302) 764-7464; e-mail: *phsianews@aol.com*.

"Our Rivers' Heritage"

SIA 2009 Annual Conference • Pittsburgh, May 28-31

Certain sectors of American manufacturing have evolved away from the heavy, hot, labor-intensive, production model of the last 150 years toward a more controlled, clean, automated, light, and high-tech model. Many of the heavy industries that once dominated U.S. production have moved overseas to regions offering cheaper labor and fewer legal restrictions on environmental discharge and worker safety. Few former heavy industry centers better exemplify the deindustrialization of America than Pittsburgh. Once home to the greatest regional concentration of blast furnaces, steel mills, and coal mines in the country, Pittsburgh now is one of the nation's leading high-tech centers.

SIA will explore the rapid changes to Pittsburgh and American industry by traveling the once mighty network of railroads on bicycle, exploring the rivers that connected Pittsburgh industries, and touring some of the manufacturing plants showcasing new American technologies. We will visit former sites of heavy industry commemorated by a strong heritage community, such as the now preserved Carrie Furnaces, the Drake Oil Well (celebrating its sesquicentennial), and Dunlap's Creek Bridge, the first cast-iron bridge in the United States (celebrating its 170th anniversary). We will also visit several areas where heavy industry still dominates, as well as former brownfields in various states of restoration and reuse. This conference should be especially enlightening to those have visited Pittsburgh with the SIA in the past.



Jet Lowe, HAER PA-48

#2 Open Hearth and Slag Dock at the former Jones & Laughlin Steel Corp., Pittsburgh Works in 1993.

Call for Papers

The SIA invites proposals for papers and poster sessions to be presented at the Annual Conference on Saturday, May 30 at the William Penn Omni Hotel. Presentations on topics related to industrial archaeology, communities, technology, social/labor adaptation and change, bridges and structures, or the environment are welcome. Papers addressing specific Pittsburgh and Southwestern Pennsylvania heritage topics are especially encouraged. All papers and poster sessions should offer interpretation and synthesis of data.

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Dresden was the first German city to establish its own gas supply without foreign help. By 1828, there were three small gasworks in an area also occupied by royal palaces, the Semper Opera, and the court church. Two of the gas works were closed in 1881, when the Reick district began supplying the city with gas. Gasometer I, which now houses the panometer, was constructed mainly of sandstone in 1880. It has a diameter of 54m, and measures just less than 39m from the floor to the peak of the dome. An identical gasometer house was built nearby seven years later.

In 1907-8, the huge Erlwein Gasometer, named after the Dresden municipal architect, Hans-Jakob Erlwein, was constructed in the relatively new building material of reinforced concrete. This gasometer was 68m high and 66m wide. In 1958-59 a slab-topped gasholder of steel, 85m high, was constructed in the facility. In 1973, Dresden ceased to supply its own gas. With the end of domestic gas production, the gasometers in the Reick district were disconnected from the supply network, and Gasometer II was demolished. The steel gasholder was not used after 1987, and was demolished in 1993. The huge Erlwein gasometer house remains on the site, derelict, its domed roof demolished.

Future plans are rumored to include another Panometer in Germany, and perhaps one in the United States if a suitable location can be found: Asisi has been looking for a site in New York. In the introduction to the catalog for the panorama "1756 Dresden," it is written that the panometer "offers the viewer a message: the future needs its past." The panometers help preserve both buildings and an art form from the past, bringing both before 21st-century viewers.

Suzanne Wray

Suzanne recently visited the panometers as part of the International Panorama Council Conference hosted by Asisi Factory.

For more info on the panometers:

http://www.si.umich.edu/umarch/exhibits/postcards/postexhib20.htm. A University of Michigan on-line postcard exhibition shows a postcard view of the Dresden-Reick Gas Works with all three of the gasholder houses.

www.panometer.de. Website of the Leipzig panometer.

www.designboom.com/history/rome.html. Images of the Rome panorama in Leipzig panometer.

www.panometer.de/de/_locations_/dresden/dresden/PanometerDresden. Dresden panometer.

CALL FOR NOMINATIONS—SIA DIRECTORS & COMMITTEE MEMBERS

Keep Your Society Moving Forward

This is your opportunity to help maintain the quality, strength, and diversity of leadership that has kept SIA growing for more than three decades. You can nominate candidates to represent your society.

SIA's leaders are expected to consider and reflect members' interests in carrying out the business of the SIA. They represent the SIA to other organizations, recruit new members, and plan the society's future.

In 2009, there will be two openings on the Board of Directors, one on the Nominations Committee, and one for TICCIH Representative. We need candidates willing to give back to the SIA by volunteering their time, knowledge, and experience. The Nominations Committee is depending on you to identify members—friends, colleagues, or perhaps even yourself—who are qualified and willing to serve. (If modesty precludes self-nomination, please find someone to nominate you.)

Each candidate must be a member in good standing and must consent to being considered for nomination.

The deadline for nominations is **Jan. 29, 2009**. If you have any questions or need information, please don't hesitate to contact: **Christopher H. Marston,** Acting Chair, SIA Nominations Committee, 9500 Seminole St., Silver Spring, MD 20901; (202) 354-2162; *christopher_marston@nps.gov*.

Positions Open in 2009:

Directors (3-year term). Two of seven director positions on the Board of Directors are open this year. The board meets approximately four times per year (sometimes virtually) including during the annual conference. Directors govern official business of the SIA and chair committees that oversee operations, such as publications, grants, and local chapters.

Nominations Committee Member (3-year term). One of three elected members of the committee that assists in recruiting and evaluating nominees and in monitoring the election at the annual conference. It is expected that the newly elected member will chair the committee during the final year of the term.

TICCIH Representative (3-year term). U.S. representative to the International Committee for the Conservation of the Industrial Heritage (TICCIH). Candidate is tasked with increasing U.S. and SIA involvement with TICCIH. The candidate is expected to fund his/her own travel expenses or be backed by an institution/company to cover the estimated $2,000/yr. for the annual TICCIH meeting.

All nominations will be reviewed by the Nominations Committee, which will present a slate of candidates to the membership. Each nomination must include the name, address, telephone number, and e-mail address of the person being nominated; the office for which the nomination is being made; and evidence that the candidate consents to being nominated. Once the slate is selected, the Nominations Committee will request a brief biographical statement and a photograph from each nominee.

For summaries of the nomination process and responsibilities of SIA officials, view the by-laws on the About screen at *www.siahq.org*. If you're unsure about the process or the obligation, please call or write at the above address.

SIA Officers and Directors

Mary Habstritt, President (2008-2010)
Jay McCauley, Vice President (2008-2010)
Robert Stewart, Past President (2008-2010)
Nanci K. Batchelor, Treasurer (2007-2010)
Richard K. Anderson, Jr., Secretary (2007-2010)
Mark Finlay, Director (2006-09)
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Diana Bouchard, Director (2007-2010)
Betsy Fahlman, Director (2007-2010)
Perry Green (2008-2011)
Amanda Gronhovd (2008-2011)
Tim Mancl (2008-2011)
Patrick E. Martin, Executive Secretary, Editor *IA*, and TICCIH Representative
Patrick Harshbarger, Editor *SIAN*

Nominations Committee

Christopher Marston, Acting Chair (2007-2010)
Erin Timms (2008-2011)
Robert Stewart (2008-2010)

SIA E-mail Project—Sign Up Now!

Be among the first to sign-up for our member e-mail service. It's simple. Go to the SIA Website (*www.sia-web.org*), click on the "sign-up for our e-mail service" button, where you can enter your e-mail and sign-up for the main list and a number of other lists, such as chapters and events.

As the first step in a proposed multi-year project to improve communications with our members and friends, we have set up a new system for e-mail to our community. The e-mail is an opt-in, value-added project. That is, we will not be getting your e-mail address from our membership database. Rather, you will need to opt-in by supplying your address. The e-mail program will not replace any of our publications or event materials, but will add value by more timely notification of publication content, events, and other useful information. The planned volume of mail is very small, a mailing about once every six to twelve weeks.

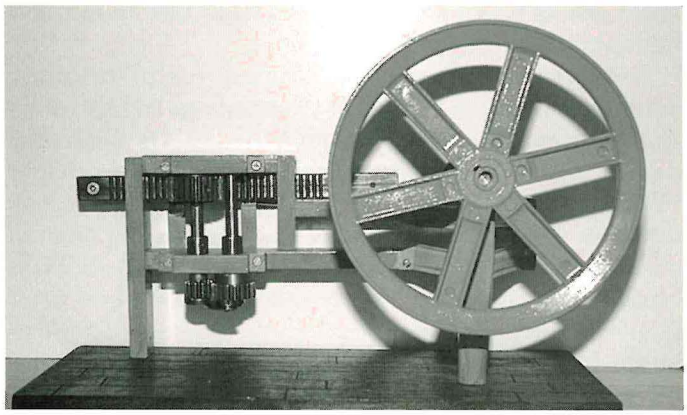
In efforts to prevent spam, we are prevented from using the servers at SIA headquarters at Michigan Tech (and most other ISPs) for e-mails to all of our community. So, we have selected an e-mail service company, Constant Contact, to provide member e-mail services. This is strictly an outbound e-mail service to you. Our Office Manager, Don Durfee (*sia@mtu.edu*) will continue to be the point of contact for most of your requests. Additionally, *president@siahq.org* will reach SIA President Mary Habstritt. For comments and suggestions about the new e-mail, please contact Jay McCauley (*jay@knightsia.org*).

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Burden Horseshoe Machine Update

In *SIAN* (Spring 2005), I reported on Henry Burden's horseshoe machines and my efforts to build a model based on the patent drawings. In the article I wrote, "...though not specified in Burden's 1835 patent, I surmised the last manual operation was to turn the ends of the horseshoe inward." I have since purchased *Appleton's Dictionary of Mechanics* (1853). In Volume Two are drawings of the Burden machines. After numerous readings, I was able to see the correct construction of the machine used in turning the horseshoe into a U-shape. The machine turned the horseshoes on a vertical axis, while in my model I had placed the mould (or die) on a horizontal axis. Two factors had led me to use the horizontal axis: the orientation of one of the patent drawings and the ease of constructing the machine using horizontal shafting. With the vertical-axis orientation, after the horseshoe proper is formed, it is released from the die and falls to the floor—another example of Burden's mechanical ingenuity! This could not be accomplished using a horizontal axis. As to my original model, I still use it in demonstrations as it enables visitors to the Watervliet (NY) Arsenal Museum to see the process of forming the horseshoe.

Robert C. Rawls



Keith Deno

Burden horseshoe machine model.

SIA E-mail Project *(continued from page 4)*

Most of us detest spam, officially "unsolicited commercial e-mail." Constant Contact is extremely vigilant about not permitting spam to be sent, and has strong working agreements with the major internet service providers (AOL, MSN, Yahoo!, etc.) to ensure delivery of mail sent through them. These ISPs detest spam more than you do, and routinely "blacklist" domains thought to be sending spam, preventing all mail from the blacklisted domain. Using Constant Contact should prevent *siahq.org* from being blacklisted by your ISP.

It has long been SIA policy not to furnish member names and addresses to outside parties. This will extend to your e-mail address.

Please join the e-mail program! ■

TICCIH and SIA

You will see in the Call for Nominations in this issue that SIA is looking for a member to run for TICCIH representative. It seems appropriate to review what TICCIH is and SIA's relationship with it.

The International Committee for the Conservation of the Industrial Heritage, better known by the more manageable TICCIH (pronounced "ticky"), is the world organization for industrial heritage. Its goals are to promote international cooperation in preserving, conserving, investigating, documenting, researching, interpreting, and advancing education of the industrial heritage.

Although TICCIH members are both individuals and institutions, it is organized through national associations in those countries where there is a recognized national institution for industrial heritage. The SIA has been recognized as representing the United States in this forum.

TICCIH is in turn recognized by the International Council on Monuments and Sites (ICOMOS) as the designated consultant in all matters related to the study and preservation of industrial heritage. ICOMOS is the global non-governmental organization dedicated to conservation of the world's historic monuments and sites. In particular, ICOMOS' network of experts counsels UNESCO on properties to be added to the World Heritage List. Therefore, TICCIH recommends historically significant industrial sites for the World Heritage List.

So, a key role for the SIA is to raise global awareness of America's industrial heritage by actively participating in TICCIH activities. This includes recommending U.S. sites for inclusion on the World Heritage List and sending our representative to international meetings. SIA also acts at TICCIH's representative in the U.S.

Last year, SIA formalized its longstanding relationship with TICCIH in a written agreement. This called for SIA to create a National Committee of at least seven members to oversee SIA's responsibilities in this regard and to select the TICCIH representative. The SIA Board recently decided that the Board itself would serve as the National Committee and that we would continue to elect the TICCIH representative by a vote of the membership.

Pat Martin, SIA's Executive Secretary, has ably served as the U.S. TICCIH representative since 2001. His abilities were recently recognized by his elevation to TICCIH's governing board, so he will remain a voice on this international stage as we search for a new representative.

To learn more about TICCIH or to join, go to *www.mnactec.com/ticcih* or follow the link from the SIA website by clicking on the TICCIH logo.

Mary Habstritt
SIA President

SIA in Chattanooga—*2008 Fall Tour Review*

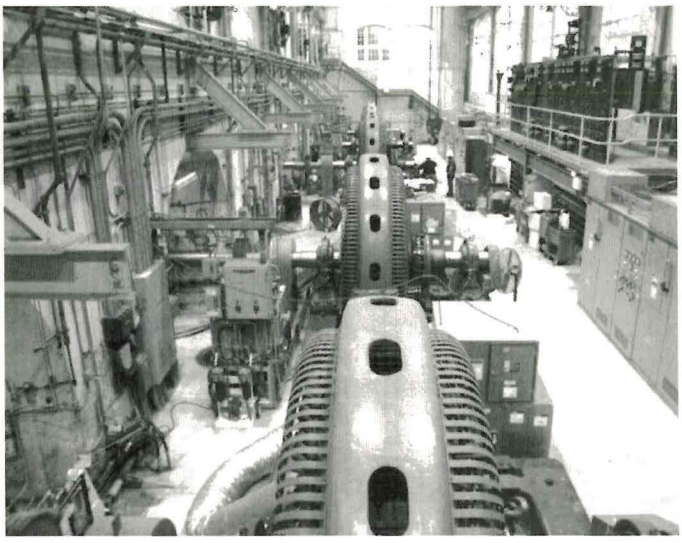
Over 110 SIA members converged on Chattanooga, Tenn. for the 2008 Fall Tour of the "Old and New New-South." The city, long famous for the railroad-inspired song *Chattanooga Choo-Choo*, was historically an important rail junction where lines coming south from Nashville and Knoxville met with those coming north from Atlanta, thus bridging the upper and lower South. This was evident at the conference hotel, the Holiday Inn Chattanooga Choo-Choo, which is housed in the restored Southern Ry. Terminal Station, complete with now-stationary passenger cars furnished as hotel rooms. The railroad theme runs strong at the hotel with an active trolley line, model-railroad museum, and gift shops catering to the rail fan. Chattanooga, however, was never just railroads; it initially grew as a river town on the Tennessee, was historically centered on the iron and textile industries, and in recent years has attempted to redevelop itself with a diverse manufacturing sector. Throughout the three-day event, participants had a taste of the old and new with process and historic-site tours.

The Thursday tour traveled just south of the Tennessee state line to Dalton, Ga., "Carpet Capital of the World." In the late-19th century, Dalton followed a fairly typical pattern of the region with small-scale cotton mills and iron manufacturing, but local women developed a handiwork specialty of tufting cotton Chenille bedspreads and this pool of skilled workers attracted carpet manufacturers in the 1930s and 1940s. After WWII, improvements in mechanized carpet manufacturing made Dalton the center of the industry, and today the Dalton region boasts more than 150 carpet plants. **Shaw Industries**, one of the major players, welcomed the SIA with an extensive tour of its synthetic-yarn spinning and carpet weaving processes on some of the most contemporary machines in the world. The Shaw family founded the company in 1946 and, like many firms in Dalton, initially built its market on Chenille rugs and spreads. Shaw's first successful product was a Chenille robe marketed under the Queen Chenilles brand and the slogan "Fit for a Queen." From this beginning, Shaw has grown to become one of the largest flooring manufacturers in the world.

After leaving Dalton, the tour stopped at the **Chickamauga & Chattanooga National Military Park** visitors center for lunch and to learn about the nation's oldest military park, established in 1890 at the behest of veterans who desired to commemorate one of the bloodiest battles of the Civil War. In the afternoon, the group toured **Komatsu**, the mining, excavator, grader, and dump-truck manufacturer. Komatsu is a Japanese company, but it is truly multi-national in its operations with more than 50 plants around the world, including ten in the U.S. The Chattanooga facility assembles medium-sized hydraulic excavators and articulated dump trucks. The day wrapped up with a visit to the **International Towing & Recovery Museum**, and its marvelous collection of tow trucks and the quirky Towing Hall of Fame, honoring Chattanooga as the birthplace of the tow truck.

The Thursday evening opening reception featured Dave Whitfield, director of the University of Tennessee Chattanooga (UTC) SIM Center, a leading academic program in computational engineering, and historian James Ward, also of UTC, who presented a lively talk on the city's transportation history.

Friday's tours followed two itineraries—one to the copper mining region 60 miles east of Chattanooga and the other to sites around the city. En route to Ducktown, Tenn., the copper tour stopped at the **Tennessee Valley Authority (TVA) Ocoee River Power Plant Number 1**. The plant was built in 1913 by the East Tennessee Power Company and taken over by TVA in 1939. After stopping at the **Plant Number 2** and following its five-mile-long flume backwards from the power plant to the dam, the group stopped at **Plant Number 3** and the Ocoee Olympic Paddling center, home to 1996 Olympic paddling events, before heading to the



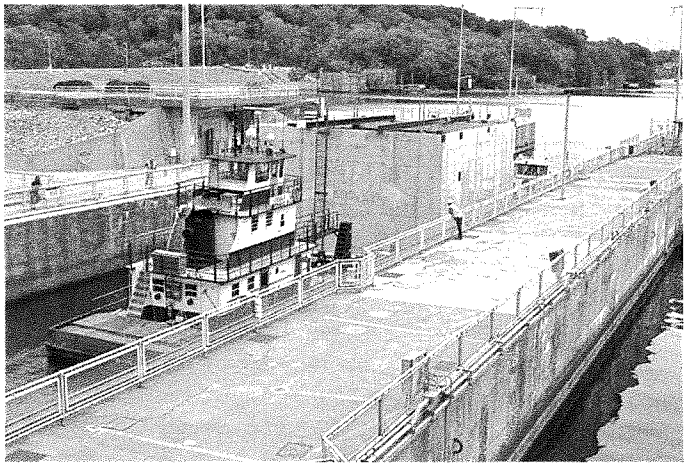
Dennis Furbush

The turbine hall at the TVA's Ocoee River Plant.



Perry Green

Ruins of the Gager Limestone Manufacturing Co.



Michael Hoyt

The Chickamauga Dam navigation lock. The tugs are directing a precast concrete foundation block through the lock. The block will be sunk to the riverbed and form part of the foundation for a longer and wider lock that will replace this one.



Fall tour participants examine the salamander at the base of the Bluff Furnace. The metal frame forms an outline of the furnace that went out of operation c. 1860.

Ducktown Basin Museum at the former **Burra Burra Mine** that was in operation from 1899 to 1959. Buildings on the site include the mine office, shop building, change house, hoist house, and powder house. The museum interprets the copper basin's history through audio-visual and artifact exhibits with numerous examples of the equipment used in the mines. Copper mining in the basin goes back to prehistoric times, and there is also an exhibit on the Cherokee Nation and its forced removal in the 1830s. Museum staff recounted how the last owners of the mines and smelters have been so successful at reclaiming the mining landscape that the museum is now attempting to preserve a small, unremediated section to show visitors what it once was like. Following the museum visit, the tour proceeded to the offices of Glenn Springs Holdings, a subsidiary of Occidental Petroleum that is managing the remediation. After a short visit with the site manager, the bus headed out to view some of the remarkable clean-up efforts and re-vegetated parcels of the once barren landscape.

The second of the Friday tours visited TVA's **Chickamauga Dam** on the Tennessee River approximately seven miles upstream of Chattanooga. The concrete dam is nearly one-mile long and 129-ft. high, and the wonderful Art Deco-style powerhouse has a capacity of 160,000 kw and was built from 1936 to 1941. A rare treat was access to the turbine pit to view a turbine that was down for service. As a bonus, participants were allowed to walk to the end of the dam and view the U.S. Army Corps of Engineers' project to replace the navigation lock with a longer and wider lock. It just so happened that the tour coincided with tug operations to move a massive, precast, reinforced-concrete block through the lock. The block will be lowered to the river bed and form part of the foundation for the new lock. The next stop on this tour was the **Bevis Rope Co.**, maker of synthetic- and natural-fiber ropes. The plant features dozens of braiding and twisting machines, some of which are quite massive and capable of fabricating high-strength ropes of several inches diameter. The machinery is a mix of new and old, with some clearly salvaged from older plants. Bevis was established in the 1960s and the current owner offered a frank assessment of the competitiveness of the market and the difficulties of surviving against overseas manufacturers. The final stop was **eSpin Technologies** in a modern industrial park in north Chattanooga. Here participants learned about a very high-tech and proprietary system for creating non-woven nanofabrics, which among other uses have application in air filters and can capture particles the size of a virus.

Saturday's tour began in downtown Chattanooga at **Bluff Furnace** overlooking the Tennessee River where archeologist and conference host Nick Honerkamp described the excavation and documentation of the site of Chattanooga's first iron furnace of the East Tennessee Iron Manufacturing Co., est. 1847. The area has undergone redevelopment as a riverside park, but during the excavations, Nick and his team uncovered the base of the furnace and evidence of the furnace's last day of operation in the form of a "salamander," an odd-shaped lump of iron that formed when the internal temperature of the furnace fell too low and the charge solidified prematurely. Adjacent is the **Walnut Street Bridge**, a 2,370-ft.-long, Camelback, through-truss bridge built in 1890 and converted to pedestrian-only use in the early 1990s following a local preservation effort to prevent its demolition. Garnet Chapin, the lead architect on the restoration project, presented an outline of the bridge's near-demolition and eventual rebirth, along with technical aspects of its construction.

At **AdTech Ceramics**, tour participants saw how small, extremely thin, ceramic platforms for electronic circuits are formed, fired in kilns, and then finished to very high tolerances. Most of these ceramics serve in specialized military, medical, and industrial devices. Although now in a modern facility, AdTech traces its origins to the American Lava Co., formed in 1902 by German-immigrant Paul Kruesi to manu-

(continued on page 8)

CHATTANOOGA (continued from page 7)

facture the "lava" tips for gas-light burners. Another high-tech company that is transforming the way Chattanooga does business is **Aerisyn**. Established in 2005, Aerisyn builds wind-turbine towers, which are up to 350-ft. tall and 15-ft. diameter at the base. It has invested more than $9 million in a former nuclear-power parts plant that was large enough to accommodate the manufacturing process in one building and that contained sufficient crane capacity. It is also adjacent to the barge port that will facilitate expansion of Aerisyn's business to offshore projects as well as becoming a supplier to foreign customers. At **EstTech**, participants discovered that the machine tool industry is alive and well in Chattanooga with a profitable, highly modern machine shop that supports the TVA and other industries in the area with precision work. EstTech feels so strongly about the quality of its work that it sponsors three scholarships to train new machinists at the UTC.

Saturday's tour wrapped up with drive about 60 miles west of Chattanooga to a lovely mountain valley setting and the former **Gager Lime Manufacturing Co.** Located near an amazingly pure deposit of calcium carbonate, Gager produced lime in its kilns from 1892 to 1949. The kilns, silos, and powerhouse, built of reinforced-concrete, which featured some Gothic styling, are in ruins, more reminiscent of a Scottish castle than an American industrial site. The current owner is re-opening the limestone quarry, and thus there has recently been interest in documenting the kilns as part of the permitting process.

Saturday evening wrapped up with a dinner cruise aboard the *Southern Belle*, a simulated historic riverboat. Nick Honerkamp's band, the Pool, provided an enjoyable evening of classic rock-n-roll tunes, with even some SIA members taking to the dance floor.

Sunday's post tours included an architectural driving-walking tour of downtown Chattanooga led by local architect and new SIA member, Andy Smith; a history walking tour led by Maurey Nicely of the Chattanooga History Center; and an archeology-themed bicycle tour along the Tennessee River bikeway led by Nick Honerkamp.

The success of the Fall Tour is a credit to many individuals. The SIA especially thanks long-time SIA member, but first-time Fall Tour attendee, Nick Honerkamp, for organizing and pulling together a great tour. Nick established the theme of the "Old and New New-South," pulled in great speakers and sites, led tours, *and* provided the entertainment. We would also like to thank Dave Whitfield and Jim Ward for their outstanding and entertaining talks at the reception; Andy Smith and Maurey Nicely for their exceptional Sunday tours; and Erin Timms for being our bus wrangler. We're very grateful to our tour sites for opening their doors to us, notably Olga Cinnamon (Shaw Industries), Mary Anne Wilkey (Komatsu), Gil Francis (TVA-Ocoee), James Whitener (Ocoee Olympic Center), Ken Rush (Ducktown Basin Museum), Frank Russell (Glenn Springs Holdings), Jack Kruesi (Bevis Rope), Jack Abato (Aerisyn), Bill Minehan (Advanced Technologies), Roger Layne (East Tech), Monty Adams and John Lynch (Gager Lime), Garnet Chapin (Walnut St. Bridge), Mark Pipkin (TVA-Chickamauga), and Jayesh Doshi (eSpin.) ■



Braiding machine at the Bevis Rope Co.

Michael Hoyt



In the turbine pit at the TVA's Chickamauga Dam.

SOCIETY FOR INDUSTRIAL ARCHEOLOGY
NEWSLETTER

PUBLICATIONS OF INTEREST

Vol. 37, No. 4 Fall 2008

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

GENERAL INTEREST

- Karin Bijsterveld. **Mechanical Sound: Technology, Culture, and Public Problems of Noise in the Twentieth Century**. MIT Pr., 2008. 368 pp., illus. $40. Groups that organized to fight noise from factories, steam trains, automobiles, gramophones, and airplanes.
- Robert Bork, ed. **The Art, Science, and Technology of Medieval Travel**. Ashgate 2008. 254 pp. $99.95. Essays explore various aspects of transportation including military operations, ship design, carriage design, transport of building materials, pilgrimages, navigational tools, and maps.
- Robert Friedel. **A Culture of Improvement: Technology and the Western Millennium**. MIT Pr., 2007. 576 pp., illus. $39.95. Argues that technological change comes largely through the pursuit of improvement—the deep-rooted belief that things can be done in a better way. Offers a series of wide-ranging technological case studies from the 11th c. to the present.
- **TICCIH Bulletin 41** (Summer 2008) includes: Andromachi Oikonumou, *Urban Anthropology and Industrial Heritage* (intersection of the two disciplines) and Florent Laroche, *Advanced Industrial Archaeology and Techno-Museology* (museums preserving a 3D record of a machine using digital technology), as well as a round-up of industrial heritage news from around the world. Avail. with membership. Info: *www.mnactec.com/ticcih*.

CHEMICALS

- Gerald Markowitz and David Rosner. **Deceit and Denial: The Deadly Politics of Industrial Pollution**. Univ. of Calif. Pr., 2002. 408 pp. $34.95. Case studies of lead paint, leaded gasoline, and vinyl chloride monomer. Rev.: *T&C*, Vol. 45, 1 (Jan. 2004), pp. 219-21.
- Pap A. Ndiaye. **Nylon and Bombs: DuPont and the March of Modern America**. Johns Hopkins Univ. Pr., 2008. 304 pp., illus. $45. Compares DuPont's development of nylon and plutonium, one material which promised to improve modern life and the other which was synonymous with total destruction. Reflects the experiences of the company's engineers and physicists, and the growth of the successful modern corporation.

IRON & STEEL

- Arnold R. Alanen. **Morgan Park: Duluth, U.S. Steel, and the Forging of a Company Town**. Univ. of Minn. Pr., 2008. 360 pp., illus. $24.95. History of the company town from its origins in 1915 to present-day preservation efforts. Rev.: *VAN* 117 (Fall 2008), p. 14.
- Peter Treiber and Elizabeth Kovach. **Inside Bethlehem Steel: The Final Quarter Century**. $49.95. Avail: *www.ptphoto.com*. The author was the staff photographer for Bethlehem, from 1977 to 2000. He photographed plant activities and projects for the company's clients across America, when the mills were in full operation.

MINES & MINING

- Spencer Crawford. **Site of Villa Rica Gold Mine Gets Spot on National Register of Historic Places**. *The Villa Rican* (Oct. 3, 2008). Cites research and archeology that Pine Mountain Gold Mine—not Dahlonega—was the site of the first gold rush in Georgia in 1826.
- Anthony DePalma. **Boom Smooths Way for Change in Bluestone Quarries**. *NY Times* (May 13, 2008), p. A20. Bluestone quarries in the Catskills have revived with new demand for the smooth flat slabs used for sidewalks and patios. Description of quarrying operations, including state efforts to regulate.
- Paul Lucier. **Scientists and Swindlers: Consulting on Coal and Oil in America, 1820-1890**. Johns Hopkins Univ. Pr., 2008. 440 pp., illus. $65. How the search for valuable mineral resources led to the development of modern scientific careers.
- Matthew Preusch. **A Mining Town with a Bleak Past Starts to Blossom**. *NY Times* (Jan. 18, 2008), p. D8. Kellogg, Idaho's last silver mine, closed in 1981. It is becoming a popular resort town with the usual tensions between preservation and development.
- Eric Twitty. **Basins of Silver: The Story of Silverton, Colorado's Las Animas Mining District**. Western Reflections, 2008. 386 pp., illus., maps. $32.95. Thorough recounting of mining at Silverton from the discovery of placer gold in 1858 to the closing of the last hard-rock mine in 1981.

AVIATION & AERONAUTICS

- Thomas D. Crouch. **Lighter Than Air: An Illustrated History of Balloons and Airships**. Johns Hopkins Univ. Pr., 2008. 192 pp., illus. $35. A survey of blimps and dirigibles from the *Graf Zeppelin* to the *Hindenburg*.
- Thomas D. Jones. **Mercury Rising**. *I&T* (Fall 2008), pp. 24-32. A short history of the Mercury program, NASA's first manned spacecraft. Illustrated timeline of NASA from its establishment in 1958 to present (pp. 17-23). Also, everyday objects that trace their development to the space program (pp. 33-39).
- Jeremy R. Kinney. **Airplanes: The Life Story of a Technology**. Johns Hopkins Univ. Pr., 2008. 184 pp., illus. $19.95. Airplane technology improvements and the political movements, world events, and social changes that brought them about.

- Robert Stewart [SIA]. **Griswold Airport, Madison, Connecticut**. *SIA New England Chapters Newsletter*, Vol. 30, 1 (2008), pp. 6-11. History and physical description of a typical "county airport," est. 1930. Includes details of hangar construction and biography of John Griswold, a Connecticut aviation pioneer.

Water Transport

- **Old Warship Found Intact in Depths of Lake Ontario**. *NY Times* (June 15, 2008), p. 20. Divers discover the *Ontario*, a 22-gun British warship that sank mysteriously in 1780. At 500-ft. below the surface, it is perfectly preserved, barely damaged with masts still upright.
- Patricia M. Salmon. **The Staten Island Ferry: A History**. 2008. Avail.: Staten Island Museum, (718) 727-1135, ext. 123. Illus. $19.95. Comprehensive history examines ferry service to and from Staten Island, not just the familiar location of St. George, but Stapleton, Tottenville, Rossville, Travis, Port Richmond, Snug Harbor, and elsewhere. Ferryboat classes, ferry fares and colors, and the individuals involved with the ferries.

Automobiles & Highways

- Georgine Clausen. **Eat My Dust: Early Women Motorists**. Johns Hopkins Univ. Pr., 2008. 216 pp., illus. $50. Challenges the received wisdom that women were not early automobile enthusiasts.
- Joanna Downing. **Safety on the Interstate: The Architecture of Rest Areas**. *SCA Journal* (Spring 2008), pp. 18-23. Overview of rest-area design, 1950s to 1970s.
- Joe Flanagan. **Access to Paradise: Building Glacier National Park's Going-to-the-Sun Road**. *Common Ground* (Fall 2008), pp. 28-41. The road as an engineering feat and an enlightened act of conservation far ahead of its time.
- Kirk W. House. **Curtiss Aerocar**. *I&T* (Fall 2008), pp. 40-47. Glenn Curtiss, best known as an aviator and aircraft manufacturer, also designed and manufactured an aerodynamic camping trailer, a precursor of the RV, in the 1920s.
- Tammy Joyner. **GM Plant Closing: An Era Rolls Away in Doraville**. *Atlanta Journal-Constitution* (Sept. 21, 2008). GM's Doraville Assembly Plant opened in 1947. Lengthy article includes plant timeline and list of models produced from 1947 to 2008, as well as interviews with former employees and efforts to redevelop the 168-acre site.
- David N. Lucsko. **The Business of Speed: The Hot Rod Industry in America, 1915-1990**. Johns Hopkins Univ. Pr., 2008. 368 pp., illus. $50. The culture and technology of the high-performance automotive aftermarket.
- Christof Mauch and Thomas Zeller. **The World Beyond the Windshield: Roads and Landscapes in the United States and Europe**. Ohio Univ. Pr., 2008. 312 pp., illus. $22.95. Historical exchange of ideas about environment and technology, as told through an analysis of how the Washington Beltway, Blue Ridge Parkway, and iconic roads in Italy, Germany, and Great Britain shape the landscape.
- Peter D. Norton. **Fighting Traffic: The Dawn of the Motor Age in the American City**. MIT Pr., 2008. 400 pp., illus. $35. Describes how and why streets changed from multi-purpose spaces for the use of pedestrians, police, street railways, and commercial and social activities into primarily thoroughfares for motor vehicles during the 1910s and 1920s.

Railroads

- Elizabeth Abbott. **In Providence, Progress in Reviving an Urban Desert**. *NY Times* (July 30, 2008). Describes efforts to redevelop the American Locomotive Company Works (ALCO) in Providence, R.I.
- Dan Barry. **In a Town Called Bill, a Boomlet of Sorts**. *NY Times* (Mar. 3, 2008), p. A13. Life in Bill, Wyo. (pop. 11), a crew-change station on the Union Pacific RR.
- Don Bedwell. **Ohio's Chattanooga Choo-Choo**. *Timeline* (Oct.-Dec. 2008), pp. 16-33. Heavily illustrated article tells the story of the Cincinnati Southern Ry., opened in 1880. Backed by Cincinnati business interests, it crossed the rugged terrain of Kentucky and Tennessee through 27 tunnels and over 100 bridges. Avail: Ohio Historical Society, 1982 Velma Ave., Columbus, OH 43211. $14.50 ppd.
- Glenn Beier. **Steam Echoes: The Railroad Photography of Glenn Beier**. Timber Times, 2004. 288 pp. Richly illustrated volume captures steam railroads of the American West in the 1940s. Rev.: *Quarter Inch Drive* (Fall 2008).
- Jeff Brouws. **On Railroad Photography and Cultural Geography**. *R&LHS Quarterly* (Spring 2008), pp. 7-19. An in-depth look at the meaning of railroad photography with discussion of aesthetics, cultural landscape, and social space.
- Jeff Heinin. **When Livestock Rode the High Iron**. *NHRS Bulletin* (Fall 2007), pp. 22-43. Overview of the historical development of stock cars and stockyards.
- Hugh Hemphill. **The Railroads of San Antonio and South Central Texas**. Maverick Publ. Co., 2006. 101 pp., illus. $18.95. Well-illustrated volume captures the emergence of San Antonio as a railroad hub. Chapters deal with each of the seven railroads that radiated from the city. Rev.: *NRHS Bulletin* (Spring 2007), pp. 40-41.
- Don L. Hofsommer. **Steel Trails to Hawkeyeland: Iowa's Railroad Experience**. Indiana Univ. Pr., 2005. Survey of Iowa's railroad history, loaded with statistics and extensive bibliography. Rev.: *NRHS Bulletin* (Spring 2007), pp. 38-39.
- Bill Molony. **Railroading in Old Joliet: The First 60 Years**. *NHRS Bulletin* (Fall 2007), pp. 14-21. Heavily illustrated, yards and operations of the Chicago & Rock Island and other railroads in Joliet, Ill., c. 1850-1910.
- Matthew W. Naun. **Johnstown Traction Car 355**. *NHRS Bulletin* (Fall 2007), pp. 4-13. Details on the restoration of a trolley built by the St. Louis Car Co. in 1925. Car now operates at the Rockhill (Pa.) Trolley Museum.
- The **Railroad Station Historical Society Bulletin**, Vol. 41, 3 (May-June 2008) includes Thornton Waite, *Arthur Uranus Gerber, Architect* (who designed numerous depots in the Chicago area). Vol. 41, 4 (July-Aug. 2008) includes Monte Powell, *Chicago & Alton Branch Line Stations* (catalogue of depots and stations).
- Brian Solomon. **New York Central Railroad**. Voyageur Press, 2007. 160 pp., illus. $49.95. A well-illustrated history, arranged chronologically, describing the various railroads that were combined into the NY Central in 1890, and their operations through 1968. Rev.: *NRHS Bulletin* (Spring 2007), p. 42.
- William J. Steele. **History of the Wrightsville & Tennille RR: Oconee & Western and Dublin & Southwestern Division**. c. 2008. 28 pp., illus. $7.50. Avail: Central of Ga. Ry. Historical Society, c/o Russell Lyon, 170 Muse Bridge Rd., Carrollton,

GA 30116. This pamphlet compiles as much documentary material as is likely to ever be collected on this group of middle Georgia short lines, all affiliated with the Central of Georgia system, but which retained considerable independence until the Central was purchased by the Southern Ry. in the early 1960s. The author is a native of the area and regularly rode the trains of the "Wiggle & Twist" during his boyhood in the 1930s. That personal heritage inspired his writing this history.

Bridges

- Joshua Brown. **Bridge House Has Long, Complex History**. *Albany (Ga.) Herald* (Aug. 26, 2008). Built in 1858 along with the first bridge spanning the Flint River in south Georgia, the house is being restored as a visitors' center.
- Bill Cockrell. **Oregon's Covered Bridges**. Images of America Series. Arcadia, 2008. 128 pp., illus. $19.99. The covered-bridge-building tradition flourished in Oregon during the early 20th c. Richly illustrated with historic and contemporary views. Rev.: *CBT* (Fall 2008), p. 2.
- Joseph D. Conwill. **The Howe Truss Goes Low Tech**. *CBT* (Summer 2008), pp. 3-11. Background of William Howe's patented truss of 1840, and later simplifications in design including the use of standardized joinery and prefabrication.
- Brian Sharp. **Rochester Considers Options for Reusing the Historic Erie Canal Aqueduct**. *Democrat Chronicle* (Sept. 9, 2008). The City of Rochester, N.Y. is entertaining proposals to rewater the stone-arch aqueduct, which hasn't been in use as a canal since the 1920s.

Building & Structures

- Jay Price. **Mysterious Cold War Bunker in N.C. Closes**. *[Raleigh] News & Observer* (Aug. 10, 2008). Details of a giant underground bunker, built in early 1960s and recently decommissioned, situated near Fearington Village. Owned by AT&T, the concrete bunker for federal-government communications equipment was built to survive an atomic blast.

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With Thanks.

- Michelle York. **2 Venerable Lighthouses Compete for Historic Lens**. *NY Times* (Dec. 26, 2007). Preservationists in Lorain, Ohio want a lens returned that was loaned to a Rochester lighthouse from Coast Guard surplus in 1984. The boom in lighthouse preservation has created a high demand for Fresnel lenses.

Lumber & Paper

- Clifford J. Downey. **Louisiana Cypress Lumber Company and Its Floating Railroad**. *NHRS Bulletin*, Vol. 72 (Spring 2007), pp. 24-35. Details of lumber, narrow-gauge railroad, and mill operations to reach virgin cypress stands in the swamps around Lake Pontchartrain from the 1920s to 1950s.
- Agnes M. Larson. **The White Pine Industry in Minnesota: A History**. Minneapolis: Univ. of Minn. Pr., 2007. 456 pp., $17.95 pap. Reprint of 1949 "landmark study" recounts development of the region where old-growth forests once covered 70 percent of the land. Particular attention to building of railroads and mill towns and daily lives of lumberjacks. Considered an essential source on the lumber industry.
- Fernanda Santos. **A Revived Paper Mill Gives Hamlet New Life**. *NY Times* (June 5, 2008). Out-of-work mill hands tended the machinery for four years until a new owner could be found to re-open the paper mill in Newton Falls, N.Y.

Textiles

- Bruce Watson. **Bread and Roses: Mills, Migrants, and the Struggle for the American Dream.** Viking, 2005. A vivid reconstruction of the 1912 textile strike in Lawrence, Mass.
- **Past Times: Life and Strife in the Mills** (90 pp., Aug. 2008) and **The Rise and Fall of Mill Life** (98 pp., Aug. 2007) are commemorative supplements to the *Rome (Ga.) News-Tribune*. The issues feature numerous photos and articles (many reprints) chronicling over 100 years of textile manufacturing and mill town life in northwest Georgia. Topics include a history of each of the major mills, labor strife, and the transition toward carpet. Avail.: New Publishing Co., Box 1633, Rome, GA 30162.
- **Warren, Maryland**. *Historical Society of Baltimore County History Trails*. Vol. 39, 4 (Summer 2008). Articles document the town of Warren and its cotton mills. Much of the town was submerged beneath the Loch Raven Reservoir in 1922.

Communications Technology

- Christopher Lecuyer. **Making Silicon Valley: Innovation and the Growth of High Tech, 1930-1970**. MIT Pr., 2007. 408 pp., illus. $22. Firms such as Eitel-McCullough, Litton Industries, Varian Associates, Fairchild Semiconductor, and Intel that were at the roots of the personal computer industry.
- Fort Monmouth Historical Office. **History of Army Communications and Electronics at Fort Monmouth, New Jersey, 1917-2007**. $28. GPO SN: 008-020-015768. Avail: *http://bookstore.gpo.gov/collections/fort-monmouth.jsp*; 866-512-1800. From homing pigeons to frequency-hopping tactical radios, the personnel at Ft. Monmouth have been at the forefront of providing the army with the most reliable systems for communicating battlefield information.
- Ralph O. Meyer and W. Bernard Carlson. **The Bell-Gray Controversy**. *I&T* (Fall 2008), pp. 14-15, 56. Re-examines the evidence that Alexander Graham Bell stole the patent for the telephone from rival Elisha Gray.

Power Generation

- Hannah Lepow. **Historians Fight for Nuclear Reactor**. *Preservation Magazine On-line* (Aug. 11, 2008); *www.preservationnation.org*. Hanford B Reactor, the world's first full-scale plutonium production reactor completed in 1944, is under study to determine whether it should be preserved as a national historic site or essentially destroyed by encapsulation in concrete. A decision is anticipated in 2009.
- Michael Brian Schiffer. **Power Struggles: Scientific Authority and the Creation of Practical Electricity before Edison**. MIT Pr., 2008. 440 pp., illus. $38. Examines efforts from the 1830s to 1870s to develop pre-Edison electrical generators, particularly the activities of Joseph Henry, that paved the way for Edison's commercial success.
- **Windmillers' Gazette** is a quarterly journal for the preservation of America's wind power history and heritage. Vol. 27, 3 (Summer 2008): T. Lindsay Baker, *Wooden Tanks and Troughs for Use in Windmill Water Systems* and *Fairbanks-Morse Steel Type W and Type M Mills*. Vol. 27, 4 (Autumn 2008): T. Lindsay Baker, *Galvanized Steel Tanks and Troughs for Use in Windmill Water Systems* and *The X-Ray Windmill* (brand of windmill manufactured by the Challenge Co. of Batavia, Ill.). Avail: Box 507, Rio Vista, TX 76093. $20/yr.; *www.windmillersgazette.com*.

Water Control & Reclamation

- Serena McClain, Stephanie Lindloff, and Katherine Baer. **Dam Removal and Historic Preservation: Reconciling Dual Objectives**. National Park Service and American Rivers, 2008. Looks at the current trend in removing historic dams to "restore" streams and wetlands to more natural courses. The general emphasis is on the appropriateness of removing old dams when they no longer serve a purpose and are expensive to repair.

Agriculture & Food Processing

- Dan Barry. **Silence Replaces Bids and Moos at Stockyards in Suburbs**. *NY Times* (Apr. 14, 2008), p. A14. Closing the South St. Paul, Minn., stockyards, est. 1886. The 166-acre stockyard was once the world's largest.
- Christopher R. Henke. **Cultivating Science, Harvesting Power: Science and Industrial Agriculture in California**. MIT Pr., 2008. 256 pp., illus. $32. Study of the Salinas Valley vegetable industry and the role that Univ. of Calif. scientists played in helping growers deal with crises ranging from labor shortages to insect plagues.

Abbreviations:

CBT	= *Covered Bridge Topics*, published by the National Society for the Preservation of Covered Bridges
I&T	= *American Heritage of Invention & Technology*
NHRS	= National Ry. Historical Society
R&LHS	= *Railway & Locomotive Historical Society*
SCA	= Society for Commercial Archeology
T&C	= *Technology & Culture*, published by the Society for the History of Technology (SHOT)
TICCIH	= The International Committee for the Conservation of the Industrial Heritage
VAN	= *Vernacular Architecture Newsletter*, published by the Vernacular Architecture Forum

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.

CONFERENCES & WORKSHOPS

28th Annual Canal History & Technology Symposium will be held at Lafayette College, Easton, Pa. on Sat., Mar. 14. Co-sponsored by the National Canal Museum (NCM), the event will feature papers on topics of transportation and industrial history. Topics will include: Dieter's Foundry in Cherryville, Pa.; moving canal boats between elevation changes without locks; the conflict between the Lehigh Coal & Navigation Co. and the Beaver Meadow RR; the Hulett ore loaders of the Great Lakes; steamboats on the Merrimack River; and building the Potomac Aqueduct on the C&O Canal. The complete text of the selected papers is published in the *Proceedings*, which is part of the registration package. Registration, including continental breakfast and buffet lunch, is $60. Individual copies of the proceedings can be purchased after the symposium for $19.50. For a registration form or a copy of the *Proceedings*: NCM, (610) 559-6616; *membership@canals.org*.

XIV International Congress of the International Committee for the Conservation of the Industrial Heritage (TICCIH) will be held in Freiberg, Germany, Aug. 30-Sept. 5, 2009, located at the Technical Univ. & Mining Academy of Freiberg in the historic center of the old silver mining town in Saxony. The city and surrounding landscape of the Erzgebirge (Ore Mountains) have been shaped by mining activities over more than eight centuries. Hundreds of industrial sites, from Medieval silver mines to large-scale, 20th-century, uranium mines, form a landscape with shafts, engine houses, foundries, pits and dumps, waterpower systems, and mining towns. Moreover the river valleys of the Erzgebirge are one of the birthplaces of the German textile industry. The Congress will include a full set of tours. Paper sessions will focus on the connections among environmental, economical, technical, social, and historical questions of preserving the industrial heritage in today's world. Info: *www.ticcih2009.de*.

Pioneer America Society: Association for the Preservation of Artifacts & Landscapes will hold its 41st annual meeting at Pipestem, W.Va., Oct. 29-31, 2009. Paper sessions will be on Friday. The Saturday field trip will explore the largely abandoned landscapes of coal mining, including a tour of the Pocahontas Exhibition Coal Mine, as well as walking tours of the mining towns of Pocahontas, Bramwell, and Carswell. Paper proposals are welcome. Info: *www.pioneeramerica.org*. ■

The **Historic Ames Shovel Works** in North Easton, Mass. (tour site—2004 Annual Conference, Providence) is threatened by a proposal to redevelop it for mixed-income housing that would cause the demolition of part or all of at least eight buildings. The shovel works complex includes nine granite factory buildings built between 1851 and 1907, and it is adjacent to three civic buildings that are considered masterpieces designed by architect H. H. Richardson in the style that now bears his name (Richardsonian). A group opposed to the current redevelopment plan has formed the Friends of the Historic Ames Shovel Works to identify economically feasible alternatives to developing the site while preserving its historic character. Info: *www.responsiblegrowthforeaston.com.*

Milk Bone Dog Biscuit Factory Recognized. In October the New York City Landmarks Preservation Commission voted to grant landmark status to the Art Deco-style Wheatsworth Bakery on the lower East Side at 444 East 10th St. Completed in 1928, the factory was constructed by Wheatsworth, Inc., a cracker and flour manufacturer that invented the Milk Bone dog biscuit. The National Biscuit Co. (Nabisco) acquired Wheatsworth in 1931, and continues to make Wheatsworth Crackers, but sold the rights to Milk Bone in 2006. The seven-story brick building was designed by J. Edwin Hopkins, an industrial bakery designer who was the son of a baker and raised in Brooklyn. The factory features terra-cotta pilasters with decorative wheatstalk bundles. The bakery shut down in 1957. It is now a public storage warehouse.



NYC Landmarks

Wheatsworth Bakery (aka Milk Bone Dog Biscuit Factory).

The **Sand Island Lighthouse** at the entrance to Mobile Bay is undergoing restoration by the Alabama Lighthouse Assn. The 126-ft.-tall light was built in 1873 and deactivated in 1933. The current project is to stabilize and protect the foundation with concrete.—*Mobile Press-Register (Aug. 10, 2008)*

Liberty Ship Bound for Greece. One of America's last surviving Liberty ships, the *Arthur M. Huddell*, has been towed from the James River Reserve Fleet site at Fort Eustis, Va., to Norfolk to prepare the vessel for a cross-Atlantic tow to its new homeport in Greece. Greek officials say the ship will become a merchant marine museum of that nation's shipping industry. During WWII, American shipyards built 2,751 Liberty ships to carry troops and military cargo all over the world. At war's end, Greek ship owners purchased many Liberty ships.

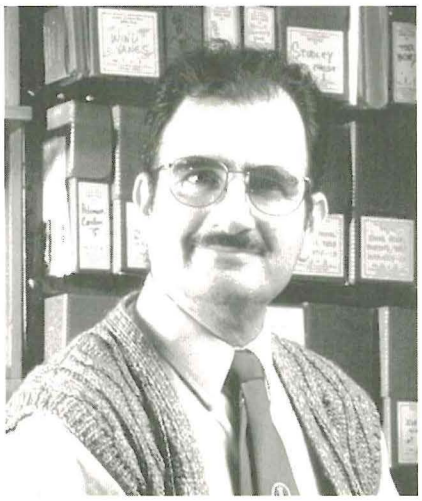
IA for Scrap. With the high price of scrap iron, there have been several reports from around the nation of vandals robbing historic industrial and engineering sites. The **East Broad Top RR**, for instance, reported in June that more than one-half mile of rail had been stolen in broad daylight and sold to a scrap dealer for more than $10,000. Fortunately, due to quick action, the rail was recovered from the dealer and the alleged culprit caught driving a stolen car in Nebraska one-month later. In another case, two state employees have been charged with stealing more than 1,000 linear ft. of the cast-iron trim from the **Longfellow Bridge** over the Charles River in Cambridge, Mass. Before being caught on video surveillance, they removed more than 91,000 lbs. using a state truck to transport it to a scrap yard with payout of more than $12,000.

Augusta Flour Mill Burns. The 154-year-old, rambling, Southern Milling Co. complex in Augusta, Ga. was destroyed by fire in September. The National Register-listed mill, which measured over 340-ft.-long, had the distinction of being the last industry on the Augusta Canal to run on waterpower. It stopped operating in 2002. The mill had been on the city preservation commission's ten most endangered historic sites list.—*Augusta Chronicle (Sept. 30, 2008)*

***Falls of Clyde* Receives Reprieve**. The four-masted *Falls of Clyde* has been bought by the Friends of the Falls of Clyde for a nominal sum from the Bishop Museum in Honolulu, Hawaii. The museum, which took over management of the ship's operation in 1996, announced in early 2008, after receiving a restoration estimate of at least $30 million, that it would remove all valuable items from the ship and tow it out to sea for scuttling. Upon this news, a group of interested parties entered into discussion with the museum and formed a tax-exempt organization to take over the preservation effort. *Falls of Clyde* was launched in 1878 from the Russell & Amp Co. shipyard in Glasgow, Scotland. Built with a wrought-iron hull and a net tonnage of 1,748 tons, she is 266-ft. long. From 1898 to 1906, she carried sugar from Hawaii to San Francisco, and in 1907 was converted to an oil tanker. She was derigged in 1921 and sold to the General Petroleum Corp., which used her as a floating depot in Ketchikan, Alaska. She made the move back to Hawaii in the 1960s when a group of local supporters saved her from destruction and restored her as a floating museum in Honolulu Harbor. ■

David Shayt 1952–2008

With great sadness we report the untimely death, from a several-month illness, of longtime SIA member David Shayt of Gaithersburg, Md. In 1977, having ended a stint in the Marine Corps and a brief post at a small San Francisco museum, in typical David fashion, he wrote an eloquent letter to then Secretary of the Smithsonian Institution S. Dillon Ripley, introducing himself and suggesting that he and the great museum complex would be a good and proper match. The letter was sent down the line, where it was passed for review and comment to several museum directors and curators who, apparently without exception, agreed, and lo, David was hired as a specialist, later associate curator, in the Smithsonian's Museum of History & Technology (the former style of the National Museum of American History), where he spent the remainder of his highly productive career.



David Shayt

It may be said to David's everlasting credit that, unlike the typical museologist, his specialty was to have no particular specialty, unless being a highly original thinker and broad-gauge collector with wide-ranging interests in countless aspects of American industry and culture can be seen as a specialty. Over his three-decade career at the museum he found a home in a number of its divisions, bringing to each his own unique approach to history via the collection of artifacts and associated records, always underlain by his particular brand of wit and wisdom.

David was on the staff of the engineering division in the early 1980s when it served as the SIA's original headquarters. He immediately joined, and threw himself into its various volunteer activities. Over the following years he became more and more actively involved in the society, serving a term on the board of directors and attending most annual conferences and all local chapter events. Of special note was his organization of the Panama Canal Study Tour in 1996.

One of David's particular contributions to the SIA's forward progress was his interest in product development as a means of both raising money and promoting the SIA among potentially interested members. A couple of the ideas he pursued in this line were mugs (including the now-rare one showing the Brooklyn Bridge cable-car winding engines), usually representing his wonderful combination of imagination, creativity, entrepreneurial skills, wacky ideas, and heartfelt efforts on behalf of the cause.

Other examples of this may be seen in two lasting artifacts: the original, "official" SIA hard-hats—a few of which usually still are to be seen on our plant tours—and the small commemorative cast-iron SIA pigs (piglets?) that he had specially cast at Birmingham's Sloss Furnaces National Historic Landmark for handing out at the 30th Annual Conference in D.C. in 2001.

Perhaps the most interesting evidence of David's unique approach to lesser-known survivals of the industrial (and commercial) past was manifested at nearly every SIA annual conference he attended. His consistent M.O. was to pass up one or more of the field trips and on foot poke around the older parts of the conference city or town, almost invariably locating some obscure little shop or works—barely or occasionally not at all known even to the locals. It was as though he possessed some sixth sense for these discoveries (a tiny cigar factory in Wheeling; a last-remaining hat factory in St Louis). In his typically generous fashion, he then would return to the fold, quietly to reveal his finding. Upon this a number of the IA hard-core then would descend upon the place, usually to the owner's pleasure at the unexpected notoriety.

We all are the richer for having known this extraordinary man.

Robert M. Vogel

Obituaries

David Engman (1933-2008) of Warwick, Mass., was a long-time, SIA member who was a regular at conferences and tours. David had a life-long enthusiasm for railroads and history of technology. He was born in Waltham and grew up in Concord and Acton. David graduated with a B.S. in mechanical engineering from Tufts University and later received a M.S. in electrical engineering at the University of Pennsylvania. His career as an engineer included work on railway equipment and guided missiles, as well as developing computer software. After retirement, he helped build several houses for Habitat for Humanity, and enjoyed reading, music, travel, cutting firewood, gardening, and cats.

Margot Gayle (1908-2008) was a recipient of the SIA's General Tools Award for distinguished service to the cause of industrial archeology in 1997 and a member of the SIA since the early 1970s. To many, she was known affectionately as "Mrs. Cast Iron" for her untiring advocacy for the preservation of cast-iron architecture and decorative ironwork. She was a long-time president of the Friends of Cast-Iron Architecture, a national organization that she founded in 1970 amid efforts to draw attention to lower Manhattan's SoHo district, an as-yet-undiscovered neighborhood rich with magnificent iron-fronted buildings of the late-19th century. In May 1972, in the midst of her campaign to win

local landmark status for SoHo, she led a memorable walking tour as part of the first annual conference of the newly organized SIA. Margot reprised that tour in 1985 for the annual conference in Newark, N.J. She was a lively, informative guide, who charmingly passed out magnets urging recipients to "test for iron" in their own cities.

Gayle came to historic preservation late in life. She was born in Kansas City, Mo. in 1908 and traveled extensively as a child with her father who worked in the automobile business. She graduated from the University of Michigan in 1930 and afterward went to Atlanta where she found a job as a social worker. She married William T. Gayle, Jr., in 1932. During WWII with her husband in the army, she became director of the Civil Defense Volunteer Office in Washington, D.C., and in 1945 moved to New York, eventually becoming a scriptwriter for CBS and later a public information officer for the City Planning Commission. Her first experience in historic preservation came in 1960 when she was inspired to save the Victorian-style Jefferson Market Courthouse near her Greenwich Village apartment. The city threatened to demolish the courthouse but Margot and her friends in the Municipal Art Society persuaded officials to save it for use as a library. From then on Margot was a force in historic preservation in New York City, assisting with the establishment of the Landmarks Preservation Commission after the demolition of Penn Station, and, of course, tirelessly advocating for her beloved SoHo Cast-Iron Historic District.

Robert Johnson (1938-2008) was a founding member of the SIA. For many years, he owned and operated the Whistles in the Woods Museum in Rossville, Ga. Robert was expert in the identification and conservation of historic steam locomotives and engines, and a visit to Whistles in the Woods was, when it was active, an experience not soon forgotten with its many examples of steam-driven machinery. Over the years, he assisted a great number of museums with developing their steam-related exhibits. He worked on "1876" at the Smithsonian that featured machinery much like that that had been on display at the Centennial Exhibition in Philadelphia. Robert restored several locomotives including *The General*, now housed at the transportation museum in Kennesaw, Ga., and the locomotive that is currently on display at the Chattanooga Choo-Choo (tour site—2008 Fall Tour). Robert was a professional musician who played stringed instruments; he was well known for his banjo picking, making appearances at the Grand Ole Opry and playing in the bands of many country music legends including Johnny Cash, Bill Monroe, and Roy Acuff.

IA ON THE WEB

Atlas Mobile Home Museum (*www.allmanufactured-homes.com*). A virtual museum that consists mainly of an extensive catalogue of ads for manufactured homes from the 1930s to 1960s.

Boeing 777 Assembly (*www.nmedia.com/777-200LR_Boeing.wmv*). Time-lapse video condenses the aircraft assembly into a 4-min. clip. A fascinating orchestration of parts and sub-assemblies.

Canadian Census of Industrial Establishments 1871 (*www.canind71.uoguelph.ca*). Digitized manuscript schedules of the only detailed industrial census returns to survive so completely from the 19th c. More than 45,000 establishments, each with up to 100 variables, many that never appeared in the published reports. Original data supported by full definitions, description of data-collection procedures, maps, and indexes. Developed by Elizabeth & Gerald Bloomfield [SIA].

Carriage Museum Library (*www.carriagemuseumlibrary.org*). Historical info on carriage builders and various types of carriages and wagons, as well as an on-line library catalogue.

Factory Tours (*www.factorytoursusa.com*). Lists over 500 factories that offer public tours. Organized by state.

Glasgow [Scotland] Harbour Tunnel. (*www.hiddenglasgow.com/rotundas/index.htm*) Three parallel tunnels, two of which for vehicular traffic; a third for pedestrians. Built 1890-96. At each end is a circular domed-roof brick terminal, which housed hydraulic lifts.

Glynco Naval Air Station. (*www.fletc.gov/about-fletc/glynco-nas-history*). North of Brunswick, Ga., Glynco was the base for the navy's WWII airships (blimps). Includes photos of hangar construction.

Harley-Davidson Museum (*www.harley-davidson.com/wcm*). In 2008 H-D opened a new museum on a 20-acre site in Milwaukee. Museum info and virtual tours, and, of course, extensive on-line gift shop.

Images of American Steel (*www.homescrap.us*). Series of photographs document the decline of the American steel industry in the late 1970s. Illustrates corporate rhetoric, locations, steel workers, and statistics.

Rest Areas (*www.restareahistory.org*). History and architecture of interstate-highway rest areas.

Schooner Ernestina (*http://www.southcoasttoday.com/apps/pbcs.dll/article?AID=/20080720/MEDIA24/80718017/-1/MEDIA*). Slide show by Todd Croteau [SIA] illustrates summer HAER project documenting the schooner in Boothbay Harbor, Maine.

U.S. Navy Historical Center (*www.history.navy.mil*). Access to USN Dept. Library, twelve museums, art collections, archives, and an underwater archeology program.

"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. ■

104 Years Old & Green

In an excellent example of the fusion of the historic preservation and green movements, the Adobe Systems Inc. offices at 601 Townsend in San Francisco are housed in the former **Baker & Hamilton Hardware Building** constructed in 1904-05 and renovated and adaptively reused as office space in 2004. Following the successful completion of LEED (Leadership in Energy and Environmental Design) Platinum certification for its San José headquarters (tour site—2008 San José Annual Conference), Adobe also achieve LEED Platinum for this historic structure, listed in the National Register of Historic Places and a San Francisco City Landmark. It is thought to be the oldest building in the U.S. to receive LEED Platinum.

In 1904-1905 the Pacific Hardware & Steel Co. (PH&C) constructed a new office and warehouse building adjacent to the San Francisco terminus of the Southern Pacific RR. PH&C was originally founded by Collis Huntington and Mark Hopkins in Sacramento around 1855. Later they joined with Leland Stanford and Charles Crocker to become "The Big Four" who founded the Central Pacific, which evolved into Southern Pacific. A track still runs down Townsend and is occasionally used. In 1918, PH&C merged with Baker & Hamilton, which had been founded in 1849, initially selling tools to gold miners from a tent in Mormon Island, Calif. The Baker & Hamilton name is still prominently displayed on a large sign on the roof, a local landmark.

The three-story brick structure, designed by Sutton & Weeks, is supported by a massive timber frame, which came from thousand-year-old virgin redwood logged along the Redwood Coast, making the building uniquely tied to place and time. The main support columns are about 18-in. square and run from the basement to the roof above the third floor. The floors are 4x6 timbers laid edgewise and supported by wood framing attached to the columns. Though refinished in the 2004 renovation, the floors bear marks of 100 years of use. The brick exterior has many decorative features. Large arched windows bring light into the structure. The original entrance on 7th St. has been preserved, and now houses a recreation area (ping pong, foosball, it's a software company....). The building survived the 1906 San Francisco earthquake. In a near miss, it was at the edge of the dynamited area that helped stop the ensuing fire. The area rapidly grew into a warehouse and light manufacturing center. One notable neighbor, a couple blocks away on China Basin, was the "banana triangle," the warehouse and distribution center for United Fruit. Subsequent redevelopment has left 601 Townsend as one of the oldest buildings in the area.

Baker & Hamilton moved out in the 1980s, and the building had periods of vacancy and later housed a collection of antique stores. In 2003 the software company Macromedia purchased it and two adjacent buildings at a very attractive price as the dot-com meltdown and other forces had depressed real estate prices. After extensive renovation, including seismic retrofitting, Macromedia employees moved in during January 2005. The renovation preserved nearly all of the exterior and most of the interior frame and floors. The result is a richly textured environment of exposed brick, and rough-sawn timber framing complementing the state-of-the art building systems, which are visible, giving the space an industrial feel. There is a large corporate data center as well as thousands of PC's and notebooks and all the other trappings of a high-tech company with global reach. In December 2005, Adobe purchased Macromedia. Today, about 1,100 people work in the complex.



Jay McCauley



The former Baker & Hamilton Hardware Co. Building in San Francisco, built in 1904-05, has bee renovated to incorporate many energy-saving and "green" features, but retains much of its exterior historic character.

LEED is a program created by the U.S. Green Buildings Council (USGBC) for objective assessment of how "green" a building is. The owner prepares a detailed submittal package describing how the building is constructed and operated and submits it to USGBC. The details of the submittal differ for each of the LEED programs, but are generally grouped into: sustainable sites, water efficiency, energy and atmosphere, materials and resources, indoor environmental quality, and innovation. These are further broken down into specific areas with some being required, and others getting a variable number of points depending on how well the building or policy meets the LEED requirements. LEED Platinum requires getting approximately 70% of all possible points.

A sore point for preservationists is that the current LEED evaluation criteria for existing buildings give only a small number of points for preserving and adaptively reusing an historic building. Richard Moe, President of the National Trust for Historic Preservation, and others have been working with USGBC to give more weight to preservation; his tag line is, "The greenest building is the one that is already built." (The original quote is attributed to architect Carl Elefante.) An existing building represents an enormous amount of energy in its materials. Tearing it down and putting up the greenest possible new building still represents a net energy deficit that won't be "paid off" for as much as 70 years, not to mention the huge negative impact on landfill for the debris from demolition and construction. The facilities manager for the Adobe San Francisco complex, Bill Coye of Cushman & Wakefield, pointed out that the massive masonry structure of the building works for it; the large thermal mass smoothes out temperature variation. Buildings built before, say, 1920, before air conditioning was widely available, are often quite green, featuring working windows, good ventilation, climate-sensitive site placement and other common sense things.

Adobe had worked with Cushman & Wakefield to achieve LEED Platinum for the corporate headquarters in San José, the first existing building in the U.S. to receive LEED Platinum. Much of this experience carried over to the certification effort for 601 Townsend, for example, policies and procedures such as using environmentally friendly cleaning products and waste reduction through composting and recycling. An important starting point for LEED certification is the building's Energy Star rating, a complex measure of the overall energy efficiency. The building has an Energy Star rating that puts it in the 95th percentile for energy efficiency among similar buildings nationwide. This is very impressive, considering that the building houses a major corporate data center operating 24/7/365.

Many of the employees commute via mass transit with Adobe-sponsored shuttle buses to the stations, another plus in the LEED evaluation. The renovation included a sophisticated building monitoring system that can display in real-time information about all the major systems and control them remotely. The system allows Coye and his staff to look at the "big picture" of the building's systems and also to "drill down" to very detailed information. For example, they found a strange pattern on one electrical circuit that was traced to a heater in a dishwasher that had unintentionally been left on. Correcting the problem saved about $1,000 per year.

As energy prices soar, and concerns about waste and conservation escalate, there will be more and more emphasis on green buildings. We in the preservation movement should recognize that there is a natural alignment between our interests and those of the green movement. 601 Townsend is a powerful demonstration of both creative adaptive reuse of a historically significant structure and of one of the greenest buildings in San Francisco.

Jay McCauley

PITTSBURGH SIA '09

(continued from page 3)

Non-SIA members and students whose work relates to conference themes are invited to participate.

Presentation Format: Abstracts and proposals may be for individual papers (20 min.), themed sessions (90 min.), or organized panel discussions (90 min.). Each proposal must include: 1) title; 2) a 300-500 word abstract with a detailed discussion of points, findings, or conclusions to be presented in a hard copy *and* electronic format; 3) resume of the presenter(s) including address, telephone, and e-mail contact information; 4) a list of visual-aid requests. Panel organizers should submit all paper proposals as a group, accompanied by a session title and a 100-200 word description of the theme. If any of these items are missing, the proposal will not be considered. Presenters are encouraged to consider transforming papers into an article for *IA: The Journal of the Society for Industrial Archeology*. Visit *www.siahq.org/conference/pittsburgh/pittsburgh.html* for further details.

Deadline for paper proposals: Feb. 28, 2009. Send proposals to: Lee Maddex 30 Carleton Dr., Pittsburgh, PA 15243; *lmaddex@verizon.net*; 412-276-2052 (h); 412-268-5361 (w).

Student Travel Scholarships.

The SIA awards travel scholarships to help full-time students and professionals with less than three years of full-time experience to attend annual conferences. Those interested in applying for a travel scholarship to attend the annual conference in Pittsburgh should submit a concise letter outlining their demonstrated interest in and commitment to industrial archeology or a related field, and one letter of reference. ***Deadline for applications is Mar. 27, 2009.*** Info: Patrick Harshbarger, SIA Scholarship Committee, 305 Rodman Rd., Wilmington, DE; (302) 764-7464; *phsianews@aol.com*. Notice of awards will be made by Apr. 10. ■

HISTORIC BRIDGE NEWS

In October, demolition began on the **Liberty Memorial Bridge** over the Missouri River at Bismarck, N.D. Built in 1922, the bridge was noteworthy as the state's first highway bridge over the Missouri and as an unusual design of truss known as a Warren-Turner. Consulting engineer C.A.P. Turner of Minneapolis basically took the conventional Warren design and subdivided the panels with the addition of struts. The struts stiffened the deep, 476-ft.-long, through trusses and allowed Turner to lengthen the panels, thus reducing the number of panel points to make use of rolled-steel shapes in the longest lengths available from steel mills.



HAER ND-7, Kent Good

Liberty Memorial Bridge, Bismarck, N.D.

Early Concrete Bridges Recognized. The **Walnut Lane Bridge** (*SIAN*, Spring 2008) in Fairmount Park was placed on the Philadelphia Register of Historic Buildings in August. The open-spandrel arch bridge was the longest concrete span in the world when it opened in 1908. The Historic Sites & Monuments Board of Canada has named to its list of sites of national historical significance the **Canal Lake Concrete Arch Bridge**, which spans the Trent-Severn Waterway near Bolsover, Ont. Built in 1905, it is an early, long-span example (202 ft.) of a mass (unreinforced) concrete arch.

The Northport (Ala.) City Council voted unanimously in September to allow the **Black Warrior River Bridge** to be placed on city property near the riverfront. This culminates a year-long struggle to find a new location for the wrought-iron, bowstring, through-truss bridge built in 1882 by the King Iron Bridge Co. (*SIAN*, Winter 2006). It is one of the oldest and longest examples of its type in the U.S. The Friends of Historic Northport have raised the funds to relocate the bridge from an abandoned road to a walking trail in the city.—*Tuscaloosa News (Sept. 26, 2008)* ■

IA EXHIBITS

Congratulations to the **National Canal Museum** (Easton, Pa.) for receiving the prestigious 2008 Roy L. Shafer Leading Edge Award for Visitor Experience at a Small Institution given by the Association of Science-Technology Centers. The award honors the museum's new permanent exhibit, ***The Science & Technology of Canals & Inland Waterways.*** Since opening in 2006, the exhibit has been enjoyed by more than 456,000 visitors and has transformed the museum into a hands-on center for learning about America's canals.



Sandy Noyes

Interior below rag room, Parsons Paper, 2003.

Making Modernity is a major new exhibition at the **Chemical Heritage Foundation** in Philadelphia. Visitors can trace scientific progress in the laboratory, the factory, and their homes and learn how chemistry created and continues to shape the modern world. Drawn from CHF's world-class collections, *Making Modernity* includes scientific instruments and apparatus, rare books, fine art, and the personal papers of prominent scientists. Topics range from alchemy, synthetics, and the chemical-instrument revolution to chemistry education, electrochemistry, chemistry sets, and the science of color. Info: *www.chemheritage.org/exhibits*.

Parson Paper in Historical Perspective 1853-2008 is an exhibit of photographs by Sandy Noyes [SIA] at the Holyoke (Mass.) Public Library through Jan. 16. A version of the show previously was on display at the Taber Art Gallery, also in Holyoke. Founded in 1853, Parsons was the first company to contribute to Holyoke's reputation as the "Paper City," and it continued to manufacture quality artists' rag papers until 2005. Sadly, the mill was destroyed by arson in 2007. Noyes began taking photos of Parsons in 1999. He roamed the 300,000 sq.-ft. building, year round, day and night, gradually building an archive of over 700 negatives. The exhibit also includes 19th-c. glass-plate photographs and artifacts from the mill. Info: HPL, (413) 322-5640. ■

NOTES & QUERIES

The **New Bedford Whaling Museum** (New Bedford, Mass.) has taken possession of what has been described as the "greatest collection of banking documents in the U.S." In 1825, the Merchants Bank opened for business and through its vaults passed the fortunes of New Bedford's whaling, shipbuilding, and textile industries. The museum staff is currently sorting through the more than 1,800 books and ledgers. They will be catalogued and eventually made available to researchers.—*SouthCoastToday.com (Oct. 7, 2008)*

The Virginia Historical Society (Richmond) has announced the acquisition of the records of the **Craddock-Terry Shoe Co**. Established in 1888 by John W. Craddock, T. M. Terry, and A. P. Craddock, it was once the largest employer in Lynchburg and known for its line of boots and shoes, marketed under such brand names as Natural Bridge, American Gentleman, and Billiken. The records include the directors minute books, sales records, promotional materials, factory records, and photographs.

Lenox China Records. Special Collections and University Archives, Rutgers University (New Brunswick, N.J.) has announced the availability of the historical records (1889-2005) of fine china manufacturer Lenox, Inc. Lenox was organized in Trenton as the Ceramic Art Co. in 1889, the first American pottery devoted exclusively to porcelain production. The firm started making fine china dinnerware early in the 20th century and went on to become the American market leader. China giftware was also produced by Lenox, which opened a second factory in Pomona, N.J. in 1954. The collection is housed in 523 boxes and measures about 248 cubic ft. Record categories include product design and creation, advertising and promotional efforts, sales practices, financial history, and changes in corporate structure and ownership. A finding aid is available. Info: *www2.scc.rutgers.edu/ead/manuscripts/lenox01f.html.*

Carnegie Library of Pittsburgh to Digitize Iron & Steel Records. A National Leadership Demonstration Grant from the federal Institute of Museum & Library Services (IMLS) will enable Carnegie Library of Pittsburgh to digitize more than 400,000 pages of historic materials related to the iron and steel industry and make them available to the public. The $600,000 grant will finance *The Legacy of Iron and Steel* project. Currently the library owns a large collection of historic books and other materials that document Pittsburgh's iron and steel legacy. Dating as far back as the early 19th century, nearly 20 percent of the collection is too fragile to handle. By saving the materials in a digital format, the library will make them accessible to students and historians via computer and Internet. A feature of the project incorporates the use of social networking software that will enable users to comment upon and tell stories about the items. The software also has the ability to connect users with each other.

Flour Mills & Silos. Shmuel Groag is an Israeli architect who is working on a project regarding the preservation and reuse of flour mills and silos. He would enjoy corresponding with anyone with experience in or information about such projects in other parts of the world. Contact: 17 Yehezkel st' Tel-Aviv, Israel; (972) 03-6023393; *s.groag@gmail.com*.

IA in Philately. Canada Post has issued three new stamps with IA themes. One celebrates the Laughlin Carriage Co. of Oshawa, Ont., forerunner of General Motors in Canada. The other two commemorate the first commercial oil well in Canada in 1858 and completion of the TransCanada Pipeline in 1958. ■

CHAPTER NEWS

Oliver Evans (Greater Philadelphia) held its annual meeting and picnic at Pier 3 on the Delaware River. Harry Kriakodis led a tour of the historic waterfront neighborhood including the Philadelphia Water Department's High Pressure Pumping Station. In November, chapter members toured the Oakes Reach section of the Schuylkill Navigation Canal to observe a special opening of the recently restored Lock 60.

Roebling (Greater NY-NJ) visited the steamship *Lilac* in August. Gerry Weinstein [SIA], President of the Lilac Preservation Project, welcomed members aboard and described the hands-on restoration work. In September, chapter members gathered in Lackawaxen, Pa., for a tour of the Roebling Aqueduct, led by Patrick Harshbarger [SIA]. This was followed by the annual corn roast at Walter South's property overlooking the Delaware. In October the chapter toured Lake Solitude Dam, High Bridge, N.J., built in the early 20th c. to provide waterpower for the Taylor-Wharton Iron & Steel Co., a successor to the Union Forge Ironworks, which had its roots in the American Revolution. In October, the chapter held its 28th Annual Drew Symposium on the IA in the NY-NJ area. In November, members took a walking tour of the Willet's Point area of Queens, N.Y., a hardscrabble neighborhood of auto repair shops, junkyards, and related businesses.

Southern New England toured Clinton, Mass. in Sept. The hilly manufacturing town was built upon the innovations of Erastus Brigham Bigelow, a 19th-c. inventor whose patents included looms for a wide variety of textiles. Among the tour stops were Nypro, Inc., a molded-plastics manufacturer housed in the former Bigelow Carpet mill complex; the Boyden turbine in the sub-basement of the former coachlace mill of the Clinton Co.; the Wachusett Dam & Gatehouse; and the Lancaster Mills, the world's largest gingham cloth manufacturer from 1844 to1929.

Support Your Local Chapter. *For info on a chapter near you or to start one, contact Tim Mancl, SIA Director, Local Chapter Chair* (tjmancl@gmail.com) *or check out the local chapters section of the SIA Web site* (www.sia-web-org). ■

CALENDAR

2009

Jan. 6-11: **Society for Historical Archaeology Conference on Historical and Underwater Archaeology, Toronto, ON**. Info: *www.sha.org*.

Feb. 19-21: **6th Savannah Symposium: World Heritage and National Registers in Perspective, Savannah, GA**. Sponsored by the Savannah College of Art & Design. Info: Thomas Gensheimer, *tgenshei@scad.edu*.

Mar. 7-8: **Washington on the Move: The Architecture of Transportation in the Capital Region, Washington, DC**. Latrobe Chapter, Society of Architectural Historians. Info: *www.latrobechaptersah.org*.

Mar. 14: **28th Annual Canal History & Technology Symposium, Lafayette College, Easton, PA**. See article in this issue. Sponsored by the National Canal Museum. Info: (610) 559-6616; *membership@canals.org*.

May 14-17: **North American Society for Oceanic History, Steamship Historical Society, and National Maritime Historical Society Conference, Vallejo, CA**. Info: *www.nasoh.org*.

May 24-27: **Incredible Industry: Preserving the Evidence of Industrial Society, Copenhagen, Denmark**. Info: *www.kongres09.nkf-dk.dk*.

May 29-31: **SIA 38th ANNUAL CONFERENCE, PITTSBURGH, PA**. See article in this issue. Paper proposals requested. Info: *www.sia-web.org*.

June 3-6: **Railroad Station Historical Society Annual Meeting, Topeka, KS**. Tours of stations, auction, and banquet. Info: *eastahl@yahoo.com*.

June 10-13: **Vernacular Architecture Forum Annual Meeting, Butte, MT**. Theme: Mining Metropolis: An Island in a Stockman's Paradise. Info: *ww.vafweb.org*.

Aug. 10-16: **Steam on the Range: National Ry. Historical Society Convention, Duluth, MN**. Tours and rail excursions. Info: *info@nrhs.com*.

Aug. 30-Sept. 5: **XIV International TICCIH Congress: Industrial Heritage, Ecology & Economy, Freiberg, Germany**. See article in this issue. Info: *www.ticcih2009.de*.

Oct. 15-19: **Society for the History of Technology Annual Conference, Pittsburgh, PA.** Info: *www.historyoftechnology.org*.

Oct. 17-18: **SIA FALL TOUR, ROSENDALE, NY**. Info: *www.sia-web.org*.

Oct. 29-31: **Pioneer America Society Annual Meeting, Pipestem, WV**. See article in this issue. Paper sessions and tours to coal industry. Info: *www.pioneeramerica.org*. ■

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