SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

Volume 38 Winter 2009 Number 1

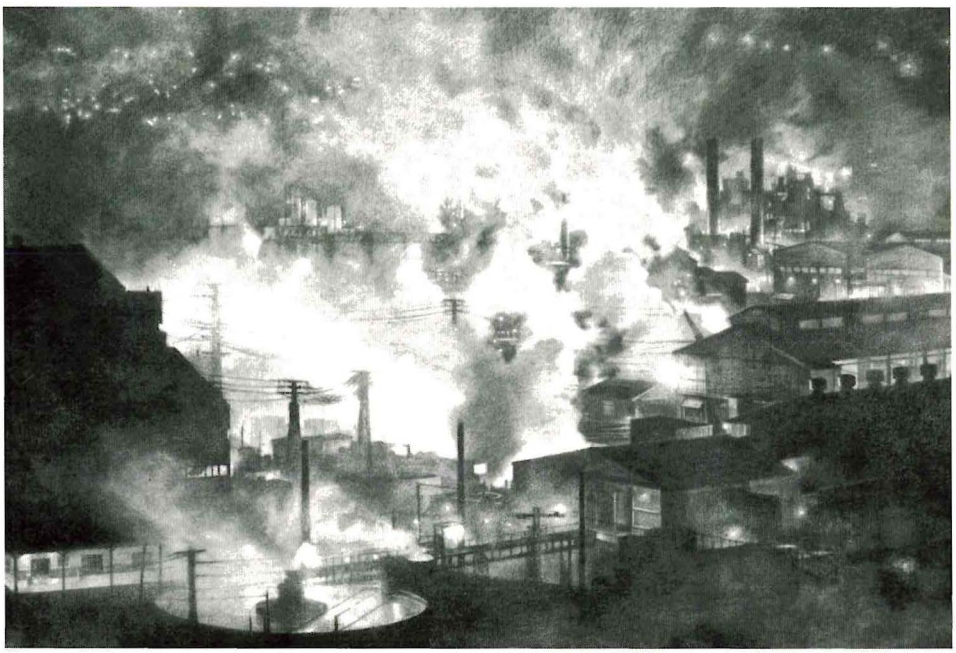
IA IN ART
Craig McPherson and Pittsburgh Industry

Since the 1970s, when a National Endowment for the Arts project took him to the "tough little smelter town" of Anaconda, Mont., Craig McPherson has been fascinated by industrial and urban themes. He renders them in a realist style that is both detailed and atmospheric, powerfully capturing the unusual beauties typical of these sprawling sites.

For more than two decades, McPherson, who first visited Pittsburgh in 1982, has been inspired by the immense structures in a region synonymous with steel. Continuing the tradition of the many historical artists who have taken this industry as their major subject, he has portrayed the dramatic spectacle of heavy manufacturing, and recalls vividly the first time he saw the flames and sparks of a mill in full production light the sky a brilliant orange on a cold winter night. McPherson discovered in the mills "a wealth of images for someone with a fondness for gritty industrial scenes, expansive vistas, and river views." The "scale and drama" of Pittsburgh's complexes have long defined its distinctive character, and his landscapes are deeply grounded in the paintings and prints of artists who portrayed the city earlier in the 20th century, including Otto Kuhler, Aaron Harry Gorson, and Joseph Pennell (McPherson was not familiar with these artists when he first began his series).

Working in a range of media, including mezzotint, pastel, graphite, and oil (many of his works are executed on paper), McPherson captures the varied moods of steel, studying the complexes where it is produced at different times of day and in different seasons. His subjects have included the Edgar Thomson works, one of the most famous of the numerous complexes that once lined the Monongahela River. He has also rendered the quenching towers of the coke works at Clairton

(continued on page 2)



Craig McPherson, Edgar Thomson # 3, *2001, pastel on linen, 66 × 86 in., private collection.*

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- New England's Memorial Bridge Threatened

Published by the Society for Industrial Archeology
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IA IN ART (continued from page 1)

and the grimy streets of the company town of Braddock. The many bridges that cross the city's three rivers have provided the artist with both subjects and vantages from which to study the mills from a distance, and they also give him the elevated perspective he favors: "My preferred point of view is from above."

Among his most powerful images are broadly conceived smoky views of the mills. Some are seen through the icy mists of winter, their practical structures covered in layers of snow, as in *Clairton, From the Hill.* Its eerie muffled visual quiet contrasts with the dramatic fiery displays of nighttime production of his *Edgar Thomson # 3.*

More recently, McPherson has been engaged with a series of interior views, portraying the glowing ingots, furnaces, oxygen-injection lances, and pours to create striking scenes of volcanic energy. Because he was unable to gain access to the Edgar Thomson and Clairton plants, he could not make studies on site, and these newer works were not done in Pittsburgh. But the scenes he has represented are common ones in the area's steel industry.

In common with Charles Sheeler and Charles Demuth, Pennsylvania artists who were inspired by modern industry during the 1920s and 1930s, McPherson includes few workers in his images, a preference that increases the monumental scale of his renderings, making them icons of industrial production.

The artist's oeuvre comprises variations on four basic themes: "cold and hot; night and day; inside and out; precisionist and loose." Working in series, he explores his subjects from different angles, beginning with a detailed schematic drawing, and making further studies of individual elements. The photographs he takes provide him with further information, and are especially useful for his interior scenes, which because they are dangerous places necessitate his working quickly. He completes the finished pieces in his studio where he continues to distill his visual experiences; his final results are abstracted and poetic, rather than literal. McPherson's mezzotint prints are painstakingly produced through a "deliberate and unforgiving" process that is rigorous and disciplined, while his pastels are "spontaneous, loose, direct," enabling him to convey the varied sensibilities of his subject. McPherson's night scenes have an "inherent drama" that align them with a long tradition of romantic painting; their formal structure is elegantly balanced, giving them the sublime character and awesome scale of history painting in documenting "the remnants of our Industrial Age."

For more on the artist, see Sarah J. Hall and Craig

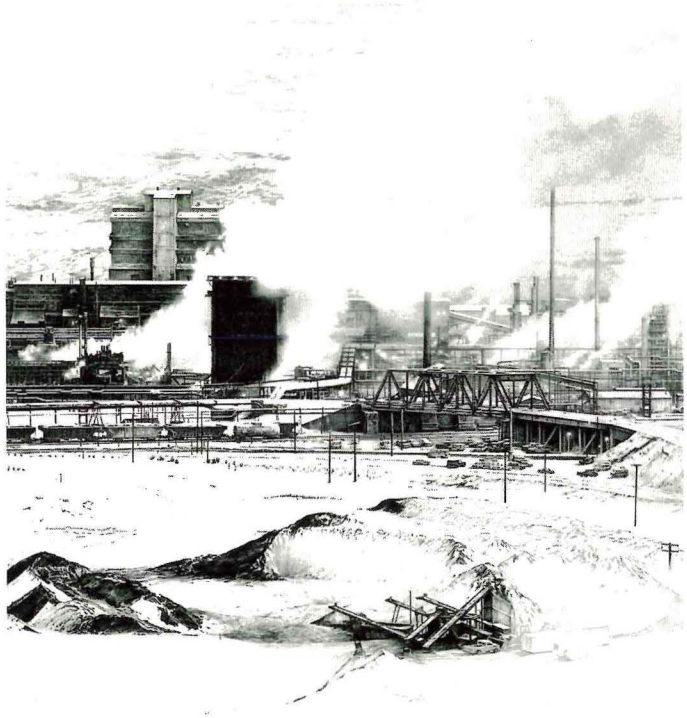
(continued on page 3)

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. 38, 1 (Winter 2009), Feb. 2009. 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.*



Craig McPherson,* Clairton, From the Hill, *2006, graphite on paper, 36⅝ × 28⅞ in., collection of the artist.

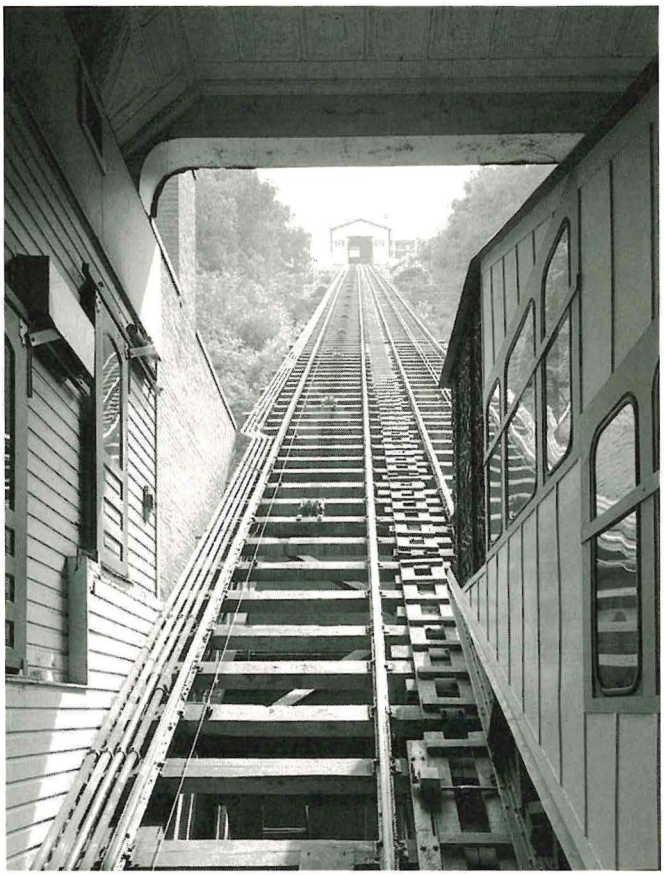
2009 SIA EVENTS

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 who have visited Pittsburgh with the SIA in the past. Registration materials will be sent to all members in upcoming weeks.

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.



HAER PA-2, *David Thum*

The Monongahela Inclined Plane, Pittsburgh.

Fall Tour, Rosendale, N.Y., Oct. 13-16

The Fall Tour will visit New York's Hudson Valley. The hotel will be the Grand Poughkeepsie, which is a short distance from the Amtrak station. The itinerary includes many archeological sites in the Rosendale area, historically a center of the cement industry. We also plan to visit a modern cement plant in Catskill; a company that manufactures razor wire; Iron Mountain Company, which uses old mines for archival storage; and the Old Rhinebeck Aerodrome with its extensive collection of vintage aircraft. Other sites are yet to be added. Watch the SIA website (*www.sia-web.org*) for further updates.

IA IN ART *(continued from page 2)*

McPherson, *Steel: Pittsburgh Drawings by Craig McPherson* (Pittsburgh: The Frick Art & Historical Center, 2008). All quotations are from this source. The catalogue is published to accompany an exhibition celebrating the 250th anniversary of the City of Pittsburgh. The FA&HC is based at Clayton, the mansion that was the primary residence of industrialist and art collector Henry Clay Frick and his family between 1882 and 1905.

Betsy Fahlman

NB—The landscape that inspires McPherson will be on display at the SIA's Annual Conference, Pittsburgh, May 28–31. Join us there!

2009 GENERAL TOOLS AWARD

Call for Nominations

The General Tools Award Committee invites and encourages SIA members to submit nominations for the **SIA General Tools Award for Distinguished Service to Industrial Archeology.** The General Tools Award is the highest honor the SIA can bestow. The award recognizes individuals who have given sustained, distinguished service to the cause of industrial archeology and is presented at the SIA's annual business meeting.

Criteria for selection are as follows: (1) The recipient must have given noteworthy, beyond-the-call-of-duty service, over an extended period of time, to the cause of industrial archeology. (2) The type of service for which the recipient is recognized is unspecified, but *must be for other than academic publication*. (3) It is desirable but not required that the recipient be, or previously have been, a member of the SIA. (4) The award may be made only to living individuals. Teams, groups, agencies, firms, or any other collective entities are not eligible.

The nomination, which should not exceed three double-spaced typed pages, should address the specific accomplishments that qualify the nominee for the award. Supplementary material (the candidate's resume, for example) may be appended to the nomination. Nominations must also include the name, address, and telephone number(s), and e-mail of the nominator. Any SIA member in good standing may make a nomination.

The General Tools Award was established in 1992 through the generosity of Gerald Weinstein [SIA], chairman of the board of General Tools & Instruments, LLC of New York City, and the Abraham and Lillian Rosenberg Foundation. The Rosenbergs founded General Hardware, the predecessor to General Tools. The award consists of a citation, a commissioned sculpture "The Plumb Bob", and a cash award. Previous recipients are Emory Kemp (1993), Robert Vogel (1994), Edward Rutsch (1995), Patrick Malone (1996), Margot Gayle (1997), Helena Wright (1998), Vance Packard (1999), Eric DeLony (2000), Robert Merriam (2001), Charles Parrott (2002), Alex Barbour (2003), Charles Hyde (2004), Lance Metz (2005); Patrick Martin (2007); and Christopher Andreae (2008). There was no award in 2006.

Nominations, *which must be received on or before April 17, 2009*, should be submitted to: Charles Hyde, Chair, General Tools Award Committee, 419 Royal Ave., Royal Oak, MI 48073; (248) 588-0097 or (313) 577-6149; fax (313) 577-6987; *c.k.hyde@wayne.edu*. ■

SIA Slate of Candidates—2009

The Nominations Committee is pleased to present the following *draft* slate of candidates for the 2009 election:

Director
(3-year term)
You will vote for two

Maryellen Ficker
Carol Litchfield
Bill Vermes

Nominations Committee
(3-year term)
You will vote for one

Craig Austen
Rachael Greenlee

TICCIH Representative
(3-year term)
You will vote for one

George Bulow

SIA by-laws state that the Nominations Committee shall notify the membership of the proposed slate at least 70 days in advance of the Annual Business Meeting. **This is that notice; it is not a ballot.** Additional nominations may be made in writing over the signatures of no fewer than 12 members in good standing (dues paid for the 2009 calendar year) and delivered to the Nominations Committee chair at the address below no later than **April 11, 2009**. Candidates must have given their consent to be nominated and must also be members in good standing. Ballots, which will include a biographical sketch and photograph of each candidate, will be mailed in late April. Members must have paid their dues for the 2009 calendar year in order to vote.

The current Nominations Committee includes Christopher Marston (*acting chair*), Erin Timms, Cydney Millstein (*past chair*), and Robert Stewart (*ex officio*). Please direct all nominations and other correspondence to: SIA Nominations Committee, c/o Christopher Marston, 9500 Seminole Street, Silver Spring, MD 20901; Phone: (202) 354-2162 work; (301) 502-1217 cell; *christopher_marston@nps.gov*. ■

Fire claimed one of the South's great textile mills, the **Bibb Mill** (tour site—1979 Annual Conference, Columbus, Ga.) shortly after midnight on Oct. 30. The 750,000-sq.-ft. mill was a total loss. The Bibb Manufacturing Co. was established in 1900 to take advantage of hydroelectric power supplied from the North Highlands Dam on the Chattahoochee River north of downtown Columbus. The mill was more than 1,000-ft.-long and six-stories. At the height of operations in the mid-1920s, it had 125,000 spindles, 300 looms, and 2,500 workers. The electric lighting was considered a novelty, illuminating the sky and reflecting in the river at night. The Bibb's fortunes declined in the 1970s, and it filed for bankruptcy in 1997. The mill had been empty since 2000, except for a section rented out to a flea market. A redevelopment plan was underway to convert it into a luxury hotel with riverfront shops.—*Columbus Ledger (Oct. 31, 2008)*



Patrick Harshbarger

Columbus's Bibb Mill was destroyed by fire.

Efforts to re-open the Western Maryland Ry's **Indigo Tunnel** as a link in a bike trail have run into an unanticipated problem—bats. Since being abandoned by the railroad in 1975, the tunnel has become the hibernaculum for an estimated 1,400 bats. Several of the brown-bat species that use it as a winter abode are endangered. The 4,350-ft.-long, timber-lined tunnel was built in 1904. An assessment is under way to determine if the bike traffic would have an undesirable effect on the bats.—*Baltimore Sun (Nov. 15, 2008)*

Baltimore is celebrating the renovation of the **American Brewery** (originally the Wiessner Brewery), an architecturally elaborate, Renaissance Revival-style structure built in 1887 and vacant since 1973 (tour site—1995 SIA Annual Conference). In November, city officials were on hand to dedicate the re-opening as offices for Humanim, a non-profit organization that offers job-training to inner-city residents. The building's brick façade has been cleaned and repointed, and the large towers—embellished silos for the storage of malt and hops—have been stabilized. Other work has included restoration of the slate roof and installation of more than 100 windows.—*Baltimore Sun (Nov. 16, 2008)*

In December the **Baltimore & Ohio RR Museum** received a $500,000 Save America's Treasures grant from the Institute of Museum & Library Services. The grant will be used to assist in the restoration of the remaining four historic steam locomotives damaged in the collapse of the museum's roundhouse roof due to a heavy snow (*SIAN*, Spring 2003)—*Train Mail (Jan. 2009)*

Repairs to the **Lehigh Canal** in Hugh Moore Park, Easton, Pa. (tour site—2004 SIA Fall Tour) began in January with funding from the Federal Transportation Enhancement program. The $325,775 project includes maintenance dredging, restoration of the waste and feeder gates, and reconstruction of a retaining wall. The work took about six weeks to complete and allowed the canal to re-open to tourist operations this spring.

The U.S. Dept. of Energy has begun demolition of the **K-25 Building** at Oak Ridge, Tenn. The mile-long building was constructed in 1943 to separate the uranium needed for the Manhattan Project. For nearly a decade after WWII, it was the only facility capable of enriching uranium for atomic bombs. The project to take down the building has itself taken ten years to develop because of the careful environmental management required to contain contaminates.—*Knoxville News-Sentinel (Dec. 17, 2008)* ■

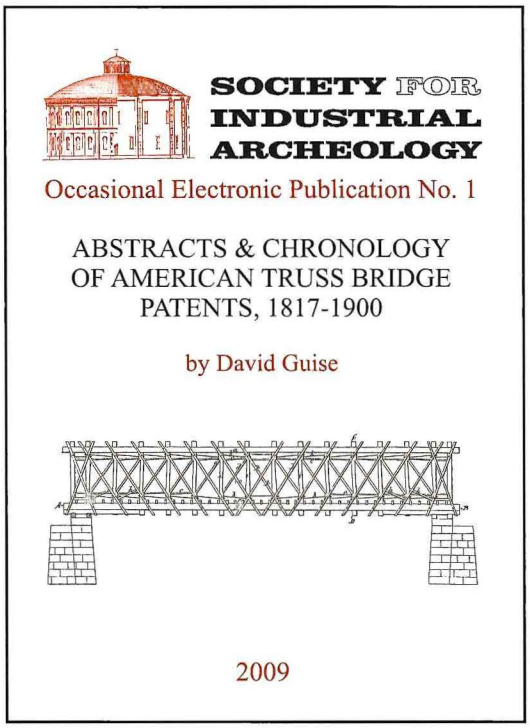
Volunteer Opportunity
SIAN Reviewer

The *SIA Newsletter* seeks a volunteer to assist with reviewing draft articles and copy editing. This position involves a commitment of several hours, reviewing approximately 75 double-spaced pages, on a quarterly basis. Reviewers receive draft copy and return it to the editor within ten days. Reviewers play an important role maintaining newsletter quality and consistency. Info: Patrick Hashbarger, editor, (302) 764-7464; *phsianews@aol.com*.

New SIA Publication Available

American Truss Bridge Patents

The SIA is pleased to announce the publication of *Occasional Electronic Publication No. 1: Abstracts & Chronology of American Truss Bridge Patents, 1817-1900* by one of our members, David Guise. This valuable guide draws inspiration from a series of publications printed by the SIA in the 1980s, perhaps most popular of which was *Occasional Publication No. 4, Directory of American Bridge-Building Companies, 1840-1900*, by Victor Darnell. The purpose of the occasional publication, then and now, was to offer a format for making available important information for the industrial archeologist that does not fit neatly within the formats of the SIA's regular publications, the quarterly *SIAN* and the semi-annual journal *IA*. The advent of electronic publishing through the Internet has provided the opportunity to revive the practice of occasional publications, since it not only eases the burden of distribution but greatly reduces the costs of production.



Bridges have been a favorite theme of the SIA since its inception. And it is no small wonder since bridges lie at the intersection of advances in engineering knowledge, material science (particularly critical advances in the making and shaping of iron and steel), and transportation development during the nineteenth century. Since industrial archeologists are concerned with the study and preservation of the physical record of industrial development, bridges remain one of the most visible, accessible, and significant products of our nation's growth into an industrial power. The transition from wood to metal truss bridges, in particular, lies at the nexus of our understanding of these developments.

David Guise has made a significant contribution to advancing our knowledge of America's historic truss bridges. It has long been recognized that bridge patents offer a wealth of information, but using the bridge patents has not been for the faint of heart. The nineteenth-century patent indexes are inconsistent, sometimes cryptic, and are not categorized in a way that would be useful for a researcher trying efficiently to gather information on, say, all patents related to Pratt trusses. David's research has consisted of reviewing the patent indexes, and one-by-one searching out the patents, digesting them, preparing a brief abstract, and categorizing them into the truss topology that is commonly used by today's bridge historians.

Since David began his work, American patents have been made available on-line. The U.S. Patent Office now provides full text and graphic downloads at *http://patft.uspto.gov/netahtml/PTO/srchnum.htm*. Even more impressive are the full text searches that can be achieved at the Google Patents website at *www.google.com/patents*.

The 110-page, illustrated occasional publication is available for download as a pdf format from the SIA website, *www.sia-web.org*. Recognizing that some of our members do not have Internet access, editor Patrick Harshbarger is offering to produce a limited number of hard copies. These tape-bound, high-quality photocopies are being offered at cost, including shipping, of $16.50. Orders must be placed before April 15, 2009. Orders will be shipped in late April. Please remit check made out to the SIA to Patrick Harshbarger, 305 Rodman Road, Wilmington, DE 19809. For further info, contact Patrick at *phsianews@aol.com*; (302) 764-7464. ■

CONFERENCES & WORKSHOPS

Lectures on Bethlehem Steel History. The National Canal Museum and Pennsylvania Canal Society will host a series of free public lectures in the auditorium of Two Rivers Landing, 30 Centre Sq., Easton, Pa. Lectures begin at 7:30 pm. On Mar. 19, Lance Metz [SIA] will present a program of Bethlehem Steel films. On Apr. 16, Henry Schmidt will give a slide lecture on photodocumenting the Bethlehem Plant. On May 14, Roger Alloway will present an illustrated lecture on the nationally famous Bethlehem Steel soccer team, which dominated the sport in the early decades of the 20th century. Info: 610-559-6613.

Waterways & Byways, 1600-1890 is the theme of the 2009 Dublin Seminar for New England Folklife to be held June 13-14 in Deerfield, Mass. Papers will be presented on early transportation networks within New England and contiguous portions of New York and Canada, including packet boats, coasters, shipbuilding, river navigation improvements, turnpikes, steamboats, and early railways. Info: *www.bu.edu/dublinseminar*. ■

SOCIETY FOR INDUSTRIAL ARCHEOLOGY
NEWSLETTER

PUBLICATIONS OF INTEREST

Vol. 38, No. 1 Winter 2009

COMPILED BY
Mary Habstritt, New York, NY., Justin Spivey, Oakland, Calif., and Patrick Harshbarger, SIAN *editor.*

GENERAL INTEREST

- Brenda Barrett [SIA] and Michael Taylor. **Three Models for Managing Living Landscapes**. *CRM* (Summer 2007), pp. 50-65. A comparison of international efforts to manage "living" landscapes (defined as areas that are not managed as parks, but ones in which the scenic or historical characteristics are managed in partnership with local communities and landowners). Compares the U.S.'s National Heritage Areas, many of which are in former industrial regions and built around historic themes like canals, with Britain's Areas of Outstanding Natural Beauty, and France's *Parcs Naturels Regionaux*, which tend to have stronger associations with rural agriculture.
- James Bennett [SIA]. **Historic Birmingham & Jefferson County: An Illustrated History**. 202 pp., illus. $30 ppd. (Avail: Birmingham-Jefferson Historical Society, 12 Office Park Circle, Ste. 106, Birmingham, AL 35213). Well-illustrated, covers a great deal of the city's industrial history, beginning in 1871.
- Maria Paula Diogo. **Museums of Science and Technology in Lisbon**. *T&C*, Vol. 49, No. 3 (July 2008), pp. 752-63. A review of technology exhibits in Portuguese museums including the science, natural history, pharmacy, tile, military, maritime, coach, public transportation, communications, water, and electricity museums.
- **Industrial Patrimony 15** (2006). National reports from more than two dozen countries that sent representatives to the 2006 TICCIH Congress in Terni-Rome, Italy. Reports, which typically run three to four pages with photos, discuss the opportunities and challenges to industrial heritage preservation in each nation. Info: *ecomusee.creusot.montceau@wanadoo.fr*.
- **International Journal for the History of Engineering & Technology** is the new name of the *Transactions of the Newcomen Society* (London, UK). Since the first publication in 1920, the *Transactions* have been a leading periodical on such subjects as the history of aircraft and aeronautics, biography of leading engineers and inventors, bridges, buildings, canals, electrical equipment, mills, mining, naval technology, railways, and steam engines. The journal will be published for the Newcomen Society by Maney Publishing. Info: *www.maney.com* or *www.newcomen.com*.
- Nicolai Ouroussoff. **Saving Buffalo's Untold Beauty**. *NY Times* (Nov. 16, 2008). Architecture Section. Preservation efforts in Buffalo, N.Y., include many architectural masterpieces as well as industrial sites featured during the 1992 SIA Annual Conference. City is described as a model for the relationship of preserving an industrial city's past and building its future.
- Frederic L. Quivik [SIA]. **Authenticity and the Preservation of Technological Systems**. *CRM*, Vol. 5, No. 2 (Summer 2008), pp. 28-38. Discusses the challenges and opportunities of preserving and interpreting sites, like WWII shipyards, that operated as large technological systems. Examples drawn from the new Rosie the Riveter/World War II Home Front National Historical Park in Richmond, Calif., where loss of industrial infrastructure impacts the understanding of scale and the way that surviving pieces, like a whirly crane, related to the whole.
- Mark H. Rose, Bruce E. Seely [SIA], and Paul F. Barrett. **The Best Transportation System in the World: Railroads, Trucks, Airlines, and American Public Policy in the Twentieth Century**. Ohio State Univ. Pr. 2007. 318 pp. $49.95. Essays explore the relationship of the federal government to transportation innovation, regulation, and deregulation with politics firmly in the driver's seat. Rev.: *T&C*, Vol. 49, No. 3 (July 2008), pp. 799-801.
- **TICCIH Bulletin 42** (Autumn 2008) includes an obituary for Michael Mende (German representative to TICCIH); José Ignacio Rojas-Sola, *Infografical Techniques for Industrial Engineering as an Integral Tool for Industrial Archaeology* (using computer techniques to reconstruct former industrial processes); as well as a round-up of industrial heritage news from around the world. Avail. with membership. Info: *www.mnactec.com/ticcih*.

MISC. INDUSTRIES

- Donovan Hahn. **Through the Open Door: Searching for Deadly Toys in China's Pearl River Delta**. *Harper's Magazine* (Sept. 2008), pp. 47-58. While short on technical detail, this chronicle of a journey from a toy expo in Hong Kong through the toy factories in the Pearl River Delta begins with the statement, "We are not meant to know where our possessions come from, we American consumers, or from what ingredients and by what mysterious processes they were spun and by whom," and ends with the interesting assertion that China's industrial areas are already headed toward a similar fate as the American Rust Belt.
- Joe Kertzman. **Blade's Guide to Making Knives**. Astragal Pr., 2005. 160 pp., illus. $24.99. Fully illustrated, step-by-step book on how to make knives, with tips from the world's finest knifemakers.
- David Samuels. **Atomic John: A Truck Driver Uncovers Secrets About the First Nuclear Bombs**. *The New Yorker* (Dec. 15, 2008), pp. 50-63. While written for a general audience, the article includes some detail about the methods by which Wisconsin truck driver and amateur atomic historian

John Coster-Mullen reverse-engineered Little Boy and Fat Man, the two atomic bombs dropped by the U.S. on Japan. Coster-Mullen synthesized information from FOIA requests, oral history, measurements of bomb fragments, and metal shavings smuggled out in machinists' pants cuffs to produce a self-published work that has earned international attention.

- Roger Pauly. **Firearms: The Life Story of a Technology**. Johns Hopkins Univ. Pr., 2008. 208 pp., illus. $19.95. Comprehensive history of the evolution of the gun.
- **Ropewalk: A Cordage Engineer's Journey Through History**. DVD. 60 min. $20. Avail: *www.storyofrope.org*. What ties together prehistoric tools, Ben Franklin, trust busting, railroads, drug laws, plastics, nanotubes, and space travel? Discover the unexpected twists that join these threads in *Ropewalk*, a film about ropemaking's effects on agriculture and industry from the Civil War to the present.

Iron & Steel

- Jeremy Gray. **Relics from Birmingham Steel History Gather Dust in Bessemer**. *Birmingham News* (Dec. 1, 2008). Describes the collection of ex-steel worker Bobby Clayton, who since being laid off in 1984 has been gathering objects, documents, photos, and memorabilia associated with Alabama's iron and steel industry.
- Carol Siri Johnson [SIA]. **The Language of Work: Technical Communication at Lukens Steel, 1810 to 1925**. Baywood, 2008. 200 pp., illus. $49.95. Traces the evolution of written forms of communication at the steel-plate mills in Coatesville, Pa. (*SIAN*, Summer 2008). As standards for iron and steel emerged and industrial processes became more complex, foremen, mechanics, and managers began using drawing and writing to solve problems, transfer ideas, and develop new technology. This shift in communication methods—from "prediscursive" (oral) to "chirographic" (written)—occurred as technical knowledge had to span space and time. Describes how writing became an essential part of the industrial process.

CONTRIBUTORS TO THIS ISSUE

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With Thanks.

Water Control & Reclamation

- Christine Macy. **Dams**. Norton, 2008. 336 pp., illus. $68. Library of Congress visual sourcebook series. Provides an extensively illustrated history of design and construction.
- **Technology & Culture**, Vol. 49, No. 3 (July 2008) is a collection of papers devoted to the theme of water technology ranging from Medieval times to the 20th century, and across the continents of Africa, Asia, Europe, and North America. Includes: Martin Reuss, *Seeing Like an Engineer: Water Projects and the Mediation of the Incommensurable*; Dolly Jorgensen, *Cooperative Sanitation: Managing Streets and Gutters in Late Medieval England and Scandinavia*; Paul Dobraszczyk, *Image and Audience: Contractual Representation and London's Main Drainage System*; David Biggs, *Breaking from the Colonial Mold: Water Engineering and the Failure of Nation-Building in the Plain of Reeds, Vietnam*; Heather J. Hoag and May-Britt Ohman, *Turning Water into Power: Debates over the Development of Tanzania's Rufiji River Basin, 1945–1985*; Esha Shah, *Telling Otherwise: A Historical Anthropology of Tank Irrigation Technology in South India*; Noyan Dinckal, *Reluctant Modernization: The Cultural Dynamics of Water Supply in Instanbul, 1885–1950*; Dianne Van Oosterhout, *From Colonial to Postcolonial Irrigation Technology: Technological Romanticism and the Revival of Colonial Water Tanks in Java, Indonesia*; and Abbie B. Liel and David P. Billington, *Engineering Innovation and the Bonneville Dam*.

Water Transport

- Brian Clayton. **The Historic American Engineering Record's Maritime Documentation Project**. *CRM* (Summer 2007), pp. 77-81. Documentation of the U.S Maritime Administation's reserve fleets in James River, Va.; Beaumont, Tex.; and Suisun Bay, Calif. Emphasis was on ships built during WWII including the fleet oiler *Taluga*; tankers *Mission Santa Ynez* and *Saugatuck*; and the troopship *Private Frederick C. Murphy*.
- Ben Cohen. **The Delaware River and Bay, 1600-1999**. Oak Knoll Pr., 2008. 276 pp. $95. Bibliography of photographs, bridges, maps, fish, ports, and commerce of the Delaware, with hundreds of annotated entries and an appendix on shipwrecks.
- Charles W. Ebeling. **Evolution of a Box**. *I&T* (Winter 2009), pp. 8-9. Brief biography of Malcolm McLean who is credited with inventing the intermodal shipping container in 1937.
- Jason Emerson. **A Man of Considerable Mechanical Genius**. *I&T* (Winter 2009), pp. 10-13. President Lincoln held an 1849 patent for a buoy device to refloat grounded steamboats. The model is currently on display at the Smithsonian.
- Christopher Maag. **Hints of Comeback for Nation's First Superhighway**. *NY Times* (Nov. 3, 2008). Commercial shipping on the Erie Canal has been increasing for the first time in decades due to the high cost of motor fuel.
- John Maxtone-Graham. **Normandie: France's Legendary Art Deco Dreamliner**. Norton, 2007. 260 pp., illus. $100. Comprehensive history includes 277 color photos of the oceanliner.
- **Rosie: A Legend on the Home Front**. *Common Ground* (Fall 2007), pp. 28-40. Transcript about womens' work during WWII with Emily Yellin, author of *Our Mothers' War*, and home front vets Betty Reid Soskin and Rosalie Pinto. Soskin was a clerk for the segregated boilermakers' union at the Kaiser shipyards in California, and Pinto was a tack welder at the Philadelphia Navy Yard. Includes photos of both facilities.

- Alex Ulam. **The Park IKEA Built**. *Landscape Architecture Magazine* (Nov. 2008). Describes what happened to the Todd Shipyard in Brooklyn when the big-box retailer decided to build its store, parking lots, and a waterfront esplanade. Some features of the shipyard, such as the whirly cranes, were retained as reminders of the site's industrial past.

Aviation & Aeronautics

- Kenneth Lipartito and Orville R. Butler. **A History of the Kennedy Space Center**. Univ. Pr. of Florida, 2007. 478 pp. $39.95. An official comprehensive history, contracted by NASA on its 50th anniversary, developed from original documents and oral history. Rev.: *T&C*, Vol. 49, No. 3 (July 2008), pp. 813-15.
- Mark Wolverton. **War on Ice**. *I&T* (Winter 2009), pp. 14-23. History of research and invention since the 1920s to find ways to prevent ice from building up on airplanes.

Automobiles & Highways

- Robert H. Casey [SIA]. **The Model T Turns 100!** *I&T* (Winter 2009), pp. 36-41. Overview of Henry Ford's development of the famed, mass-produced car. Based on the author's recently published book (*SIAN*, Summer 2008).
- Paul R. Huey and Michael J. Chojnacki. **The Archeology and History of the Early 20th-century Garage and Its Site at Olana State Historic Site, Town of Greenport, Columbia County, New York**. Bureau of Historic Sites, Peebles Island, Waterford, N.Y.: Apr. 2008. 68 pp. Investigation of a garage built by Louis Church, probably in 1904, following his purchase in 1903 of a White steam car. The garage was a prefabricated building by the Springfield (Mass.) Moulding Works. Describes artifacts found, including several parts related to the car.
- Rex Roy. **Coal in Your Stocking? Fuel Up the Cadillac**. *NY Times* (Jan. 4, 2009), p. AU.7. Describes a GM prototype car, developed in 1978, that directly consumed coal in the form of a finely ground powder (shades of Rudolph Diesel's first attempts at fueling his engine).
- Anne Mitchell Whisnat. **Super-Scenic Motorway: A Blue Ridge Parkway History**. Univ. of N.C. Pr., 2006. 464 pp., illus. $34.95. Tells the story of the parkway through the personal experiences of people affected by its construction, especially the controversy surrounding a road that was of marginal benefit to the communities through which it passed. Rev.: *CRM* (Summer 2007), pp. 89-90.

Railroads

- Fred W. Ash. **Submerged Ambitions**. *RH* (Spring-Summer 2007), pp. 6-21. Rampaging rivers, rampant speculation, and the failure of Cairo, Ill., to become a great railway center.
- Stanley A. Changnon. **Railroads and Weather: From Fogs to Floods and Heat to Hurricanes, the Impacts of Weather and Climate on American Railroading**. American Meteorological Society, 2006. 136 pp. $29.95. Overview of how railroads have dealt with various weather events from blizzards to high winds. Includes discussions of major disasters, as well as development of physical plant, like snowsheds, and the use of weather forecasting. Rev.: *RH* (Spring-Summer 2007), p. 104.
- Victoria E. Dye. **All Aboard for Santa Fe Railway Promotion of the Southwest, 1890s to 1930s.** Univ. of N.M. Pr., 2005. 163 pp. $24.95. Historical study of how the Santa Fe aggressively marketed New Mexico, and particularly Santa Fe, as a tourist destination. Largely because of these efforts, Santa Fe remains a popular vacation destination to this day. Rev.: *NRHS Bulletin* (Fall 2005), p. 38.
- Joe Flanagan. **Last Stop: An Apparition of Steam Finds New Life in the Nevada Desert**. *Common Ground* (Fall 2007), pp. 14-27. History, photographs, and preservation of the Nevada Northern Ry. (tour site—2007 Fall Tour, Ely).
- J. Parker Lamb. **Evolution of the American Diesel Locomotive**. Indiana Univ. Pr., 2007. 184 pp. $39.95. "A thorough and lucid account of a technology that transformed American railroading." Rev.: *T&C*, Vol. 49, No. 3 (July 2008), pp. 803-5.
- Elrond Lawrence. **Arizona and the Mother Roads along the Santa Fe and Route 66**. *NRHS Bulletin* (Fall 2005), pp. 4-23, and **California Unlimited: Santa Fe's Southern California Mainline** (Summer 2005), pp. 4-33. Photo narrative of the historic rail towns along the Santa Fe RR in Arizona and California.
- **Logging Railroads of Wisconsin During the Golden Age**. *Mid-Continent Railway Gazette*, Vol. 41, No. 3 (Dec. 2008), pp. 5-42. Railroad histories and biographies of principals involved in the construction and operation thereof. Part of the Wisconsin RR History Project of the Mid-Continent Railway Museum. Avail: Box 358, N. Freedom, WI 53951; (608) 522-4261. Data also available on-line as part of the Wisconsin RR Database, *www.midcontinent.org*, click on the on-line archives link. Also: *Mid-Continent Railway Gazette*, Vol. 40, No. 4 (Dec. 2007) is a pictorial issue drawn from over 100 photographic postcards of Wisconsin RR scenes from 1880 to 1916.
- William Middleton [SIA]. **Electrification over the Sierra Nevada**. *RH* (Fall-Winter 2008), pp. 8-15. Southern Pacific's aborted plan, developed in 1907, to electrify operations between Rocklin, Calif., and Sparks, Nev. The chief proponent, Edward H. Harriman, died in 1909.
- William Middleton [SIA] and Mark Reutter. **Fast Trains and Faster**. *RH* (Spring-Summer 2007), pp. 22-41. Retrospective on the railroads' ever-present quest for greater speed from the highballing of the 1890s to the streamliners of the 1930s.
- William Middleton [SIA]. **The Great American Railway of Asia**. *RH* (Spring-Summer 2007), pp. 72-90. The South Manchuria Ry., built to American standards by Imperial Japan, brought modern practices and equipment to the Orient in the early 20th c.
- William Middleton [SIA]. **When the "Red Devil" Went Out in Style**. *Timeline* Vol. 24, No. 4 (Oct.-Dec. 2007), pp. 26-41. Story of the Cincinnati & Lake Erie RR, an electrified interurban. Businessman Thomas Conway restructured the company's finances in 1930 and invested in improved equipment and faster service, but the company was still unable to compete with the automobile and went out of business in 1941. Published by the Ohio Historical Society, 1982 Velma Ave., Columbus, OH 43211.
- Larry Mullaly. **Historic Railroad Site Identified in Downtown Los Angeles**. *RH* (Fall-Winter 2008), pp. 6-7. Archeologists unearth the turntable ring of the Southern Pacific's original 1877 roundhouse, which was leveled to make way for an enlarged freight yard in 1903.
- Tom Murray. **Southern Railway**. Voyageur, 2007. 160 pp. $36.95. A concise and readable history covering the predecessors that formed the Southern in 1894 though the Southern's merger with Norfolk & Western in 1982. *RH* (Fall-Winter 2008), pp. 90-91.
- Ralph S. Podas. **A Study of Steam Locomotive Boiler Explosions on the Milwaukee Road**. *NHRS Bulletin* (Summer 2005), pp. 34-43. Analysis of explosions, mostly due to crown-

sheet failures, from 1911 to 1948. It turns out to be a rather common occurrence since it happened at least 32 times.

- **Railroading Journeys**, *Railroad Heritage*, No. 18 (2007) is a special 32-page issue devoted to the life and times of Lucius Beebe and Charles Clegg, whose books changed the way Americans think about—and look at—railroads. Includes 59 photographs, 52 by Beebe or Clegg. Avail: Center for Railroad Photography & Art, *www.railphoto-art.org*.
- Tony Reevy. **Artists of the Rails: David Plowden**. *NRHS Bulletin* (Winter 2006), pp. 4-23. Retrospective on the railroad photography of Plowden.
- Joel P. Rhodes. **A Missouri Railroad Pioneer: The Life of Louis Houck**. Univ. of Mo. Pr., 2008. 298 pp. $39.95. Houck organized the Cape Girardeau Ry., a series of lines serving southeast Missouri. The railway was noteworthy for its rudimentary construction, but it nonetheless contributed significantly to the development of the lumber industry. *RH* (Fall-Winter 2008), pp. 99-100.
- Joseph B. Schwieterman. **Twin Mainlines to Oblivion: The Railroad Era in Indiana's "Hub City."** *NRHS Bulletin* (Fall 2005), pp. 24-37. The history of Crown Point, Ind., the only American city that had boasted Pullman service on two double-track railroads (Erie RR & Pa RR) as late as 1966 before being left without an active freight or passenger railroad.
- Craig R. Semsel. **Built to Move Millions: Streetcar Building in Ohio**. Indiana Univ. Pr., 2008. 293 pp. $49.95. Describes how streetcars were built, and the evolution of cars and their components from 1900 to 1940. Includes histories of five builders: Kuhlman (Cleveland), Cincinnati Car Co.; Barney & Smith (Dayton); Jewett Car Co. (Newark), and Niles Car & Mfg. Also short accounts of various Ohio-based component suppliers. *RH* (Fall-Winter 2008), pp. 114-15.
- Jim Shaughnessy. **The Call of Trains: Railroad Photographs**. Norton, 2008. Shaughnessy began photographing trains in his hometown of Troy, N.Y. in 1946. He developed several specialized photographic techniques that set his work apart from the run-of-the-mill. Handsomely produced book includes over 170 photos.
- Paul Shaw. **The (Mostly) True Story of Helvetica and the New York City Subway**. *Voice: AIGA Journal of Design* (Nov. 18, 2008); *www.aiga.org*. History of signage and graphic standards of the subway system.
- James D. Sheppard. **Greenville & Northern Railway Company**. *NRHS Bulletin* (Winter 2006), pp. 24-43. History of 12-mile-long shortline, now gone, between Greenville and Travelers Rest, S.C.
- Richard T. Steinbrenner. **The American Locomotive Company: A Centennial Remembrance**. 2nd ed. On Track Pub., 2007. 542 pp., illus. $69.95. A comprehensive history of Alco, established in 1901 from the merger (one of J. P. Morgan's) of eight smaller firms, all of which are covered. Base of operations was Schenectady, N.Y., until the firm exited the locomotive business in 1962. *RH* (Fall-Winter 2008), pp, 94-96.
- David O. Stowell, ed. **The Great Strikes of 1877**. Univ. of Ill. Pr., 2008. 197 pp. $20. Scholarly essays explore the regional attributes to the labor unrest, which is often portrayed in history as a national movement. Closer examination indicates that it was based on local working conditions with strikes in the North differing significantly from those in the South and West. Rev.: *RH* (Fall-Winter 2008), p. 87.
- Robert B. Thayer. **The Curious Disappearance of America's First Locomotive**. *RH* (Fall-Winter 2008), pp. 48-71. Article, with rebuttal by Bill Withuhn, presents a spirited discussion of what happened to America's first locomotives imported from Britain by the Delaware & Hudson Canal Co. in 1829. The debate centers on whether the *America* or the *Stourbridge Lion* was the first commercial steam locomotive to operate in the U.S., with part of the evidence in favor of the *America* a curious, carved, mahogany box in the shape of a coffin.

Power Generation

- James R. Chiles. **The Other Renewable Energy**. *I&T* (Winter 2009), pp. 24-35. George Claude, known as the "Edison of France," sought to develop ocean thermal energy in the early 20th century. That vision still remains untapped with a scattering of pilot ocean thermal plants, but no commercially viable operations. The system requires access to a wide differential between warm surface water and cold deep water.
- Ann Greene. **Horses at Work: Harnessing Power in Industrial America**. Harvard Univ. Pr., 2008. 336 pp., illus. $29.95. Steam technology did not cause an immediate drop in the use of horses, but to the contrary, industrialization increased the number of horses in cities and on farms during the last half of the 19th c.
- Paul B. Israel, et. al., eds. **The Papers of Thomas A. Edison: Electrifying New York and Abroad, April 1881-March 1883.** Johns Hopkins Univ. Pr., 2007. 944 pp., illus. $90.
- Dan Pohlig. **Fate of Iconic North Delaware Power Plant Remains Unknown**. *WHYY Sixth Square* (Nov. 14, 2008); *http://whyy.org/blogs/thesixthsquare*. Interviews local residents interested in preserving the Delaware River power plant in the Fishtown section of North Philadelphia. The PECO plant was built in 1917 and has been idle since the 1980s.
- **Windmillers' Gazette** is a quarterly journal for the preservation of America's wind power history and heritage. Vol. 26, 4 (Autumn 2007): T. Lindsay Baker, *"I Excel", The Story of IXL Windmills* (manufactured by the Phelps & Bigelow Wind Mill Co., Kalamazoo, Mich.); and *Windmill Washing Machines of the Pacific* (GI's use windmills during WWII). Avail: Box 507, Rio Vista, TX 76093; $20/yr.; *www.windmillersgazette.com*.

Bridges

- Martha Carver. **Favorite Five Good Roads Bridges in Tennessee**. *SCA Newsletter* (Fall 2007). Summary histories of five bridges from Tennessee DOT's historic survey.
- David Guise [SIA]. **A Foreman Timber Truss in the Hills of Pennsylvania**. *CBT* (Fall 2007), pp. 12-15. An unusual truss configuration, built c. 1858, demolished 1948. Believed to have been built to the patent of John Foreman of Pottstown. Located near Pine Grove on a line of the Susquehanna Coal Co., later Reading RR.
- Mildred Lawrence. **Virginia's Covered Bridges**. *CBT* (Fall 2007), pp. 4-11. Reprint of historical overview, c. 1939.
- Fred J. Moll. **Pennsylvania's Historic Bridges**. Arcadia, Postcard History Series, c.2007. Postcards illustrate a variety of the Keystone State's historic bridges of all types.
- Robert C. Post. **The Bridge at Mackinac Straits: Another Fiftieth Anniversary**. *T&C*, Vol. 49, No. 3 (July 2008), pp. 752-63. Reflection on the bridge and its engineer, David B. Steinman, with note that *T&C* also celebrates its 50th in 2008.

Buildings & Structures

- Frank Snyder. **Building Details**. Norton, 2007. 144 pp., illus., $60. Reproduces original working drawings of many famous early-20th-c. buildings. Includes DVD of all plates at their original size.
- Carol Willis, ed. **Building the Empire State**. Norton, 2007. 190 pp., photos. $19.95. History of the iconic building with many construction photos.

Agriculture & Food Processing

- Michael J. Chiarappa. **New York City's Oyster Barges: Architecture's Threshold Role along the Urban Waterfront**. *Buildings & Landscapes 14* (2007), pp. 84-108. Published by Vernacular Architecture Forum. Detailed description of the barges used to process and market oysters along lower Manhattan's waterfront.
- Barbara and Bruce Selyem. **Old Time Grain Elevators: Stories and Photography of a Vanishing Way of Life**. Authors, c.2008. 180 pp., color photos. $25. A ten-year collection of photos and nostalgic stories first published in *Grain Journal Magazine*. Includes over 125 color photos from 24 states and provinces—a "classy," limited-edition, coffee-table book, with each book numbered. Order from the authors at 155 Prospector Trail, Bozeman, MT 59718; *http://grainelevatorphotos.com/photogallery.html*.

Abbreviations:

CBT	= *Covered Bridge Topics*, published by the National Society for the Preservation of Covered Bridges
CRM	= *CRM: The Journal of Heritage Stewardship*, published by the National Park Service
I&T	= *American Heritage of Invention & Technology*
NRHS	= National Ry. Historical Society
RH	= *Railroad History*, published by the 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

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.

IA ON THE WEB

Alameda-Weehawken Burrito Tunnel (*www.idlewords.com/2007/04/the_alameda_weehawken_burrito_tunnel.htm*). You'll have to see it to believe it. Faux IA?

British Telecommunications Archives (*www.btplc.com/Thegroup/BTsHistory/BTgrouparchives/Majorcollections/index.htm*). BT, successor to numerous British telegraph and telephone companies, has placed its historical archive catalogue on-line, including descriptions of thousands of documents, books, objects, images, and films. Records include those of telegraph companies dating back to the 1830s before the network was nationalized under the Post Office in 1870.

Country Grain Elevator Historical Society (*www.country-grain-elevator-historical-society.org*). A photo gallery of mostly Midwestern grain elevators, reminiscences from workers, and info on joining the society.

Great Dane Trailers (*www.greatdanetrailers.com*). Detailed timeline of the company's history and the development of refrigerated trucks and semi-trailers. The firm was established in 1900 as the Savannah Blowpipe Co., providing systems for collecting dust and woodchips at sawmills, furniture factories, &c. Great Dane recently closed its plant in Savannah, Ga., where the high-tensile steel, stressed-skin van of lightweight design originated in 1931.

LIFE Photo Archive (*http://images.google.com/hosted/life*). Digital access to more than ten million photos, the entire LIFE magazine archive, including many never published. Most photos are 20th century, but some etchings and drawings owned by LIFE date from as early as 1750. Industrial topics are well represented.

Long Island RR (*http://arrts-arrchives.com*). Photographs, postcards, maps, schedules, and other materials.

New Jersey Roads and Bridges (*www.state.nj.us/state/darm/links/guides/str00001.html*). NJ State Archives have posted over 320 images from the Dept. of Transportation collection, 1920s to 1970s. Includes highway building, bridge construction, dedications and events, damage from storms, etc.

San Francisco Bay Area Transit (*www.transbayblog.com*). Commentary on transit operations and urban planning.

Shorpy Photo Archive (*www.shorpy.com*). Thousands of high-resolution photos of everyday life, 1850s to 1950s. Named after Shorpy Higginbotham, a teenager who worked in an Alabama coal mine a century ago. Indexed by subject category, many industrial.

Sitka Maritime Heritage Society (*www.sitkamaritime.org*). Rehabilitation of the Japonski Island Marine Ways building in Alaska. It is to become a working maritime heritage center for the region.

Wisconsin Railroad Database (*www.midcontinent.org*, then click on the on-line archives). Database attempts to answer the "who, what, when, where, why, and how?" of every Wisconsin RR. Contributions welcome.

"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. ■

HISTORIC BRIDGE NEWS

In November, the National Association of Chain Manufacturers (NACM) and the Pennsylvania Historical & Museum Commission unveiled a historic marker commemorating the bicentennial of the first U.S. suspension-bridge patent (1808) by builder **James Finley** (1756-1828). Finley's innovation included the use of iron chains for the main suspension members and the use of rigid decks to stiffen the bridge. Chain suspension bridges were popular in Pennsylvania and other parts of the northeast in the early 19th c. Emory Kemp [SIA] and Donald Sayenga have written about Finley's accomplishments and were inspired to recognize him with a marker when they identified his burial site in Uniontown, Pa. The NACM took up the banner and sponsored the plaque. Kemp spoke briefly at the unveiling ceremony at the Uniontown Public Library. Also, Finley's achievement has been noted in a new exhibit praising the innovators of western Pennsylvania at the Heinz History Center in Pittsburgh.



Unveiling the new historic marker for suspension-bridge builder James Finley at the Uniontown (Pa.) Public Library. L to R: Larry Bush, President, Uniontown Public Library (UPL); Tim Lewis, President, National Assn. of Chain Manufacturers (NACM); Lynne Tharan, Director, UPL; Emory Kemp [SIA], W.Va. Univ.; Don Sayenga, Executive Director, NACM.

The **Rock Island Swing Bridge**, a double-deck, through-truss, swing span, over the Mississippi between Washington County and Dakota County, Minn., is threatened. The bridge was built in 1894 for the South St. Paul Beltline RR to connect stockyards in nearby South St. Paul with the main lines that ran through St. Paul Park on the opposite side of the river. The upper deck carried trains until it was closed in the early 1980s, and the lower deck carried automobiles until the late 1990s. The counties, which now own the bridge by tax forfeiture, are discussing demolition, citing as reasons the poor condition and safety concerns, especially after a section of the approach collapsed in November. The U.S. Coast Guard supports demolition since it considers the bridge an obstruction to navigation; the swing-span section has been left in the open position since 1999. The National Park Service's Mississippi National River & Recreation Area envisions the bridge as a component in a future regional trail system and is urging the parties to consider alternatives to demolition.—*Minneapolis Star Tribune (Oct. 25 & Nov. 25, 2008)*

The **Parshallburg Bridge**, a rare example of a truss design patented by Edwin Thacher in 1883 (*SIAN* Spring 2001), was washed off its abutments in late December. The rushing waters of the Shiawassee River in Chesaning, Mich., tipped the truss on its side and lodged it against trees about 100 ft. downstream. The truss miraculously survived serious damage. Still, it is estimated that the cost of removing the truss from the river and repairing it will be over $100,000. Village officials hope to raise funds to restore the bridge to its pre-flood condition. Originally located at Parshallburg, the truss was moved to Chesaning in 1999 when the village accepted the historic bridge as a pedestrian crossing.—*Vernon J. Messler [SIA], Craftsman's Newsletter & Saginaw News (Jan. 6, 2009)*

On Tubular Bowstring Trusses ... a Correction. The *SIAN* (Fall 2008) reprinted a claim by the *Tuscaloosa News* that the Black Warrior River Bridge, a 203-ft. example of King's patented tubular bowstring design, is "one of the oldest and longest examples of its type." Because of its length, it is, indeed, a remarkable example. Its construction in 1882 came right at the cusp of the company's growth into other types of bridge design, specifically their Pratt through trusses, so it is noteworthy and a testament to the firm's engineering staff to see such a successful utilization of a system developed two decades earlier. The Black Warrior is also noteworthy for the documentation of the structure's strength that came from none other than James King, the founder's son, which local researchers uncovered. But the Black Warrior is hardly the oldest example of its type. Multiple examples of the King tubular bowstrings remain from the 1870s, not the least of which is the extremely well-preserved North Platte River Bridge near Ft. Laramie, Wyo., built for the U.S. Army in 1875. Its longest span is a mere 150 ft.—*David A. Simmons [SIA], Ohio Historical Society* ■

New England's Landmark Vertical-Lift Bridge Threatened

A "save the bridge" battle is being waged on the border of Maine and New Hampshire over the future of the **Memorial Bridge** spanning the Piscataqua River between the towns of Kittery and Portsmouth. Cost estimates to rehabilitate the 85-year-old bridge have come in so high that the state departments of transportation have decided that a replacement bridge is the prudent alternative, especially given the wear and tear from more than 4,000 annual openings to navigation. At its dedication in 1923, the bridge had the longest lift span in the country (297 ft.), and its towers, rising 201 ft. above mean high water, were among the highest in the nation. It was designed by consulting engineer J. A. L. Waddell, the father of modern vertical-lift technology, and was the first major example of its type in the eastern United States. The Memorial Bridge has all of the characteristic features of the Waddell design including operator's house at the middle of the lift span, spiral grooved winding drums, multiple tower sheaves, and concrete counterweights. The bridge was built in response to growing levels of highway traffic to replace a toll bridge with a free interstate bridge on the principal coastal highway route (Portland Post Road). At completion, it was dedicated as both states' official memorial to WWI veterans.



Memorial Bridge, as seen from Portsmouth, N.H.'s Prescott Park. Wikimedia.org, Jay Duck photo

Downtown Portsmouth and Kittery merchants and residents object to plans to replace the bridge, citing the effects on their business and the community if traffic is shifted to a new bridge outside of the towns' historic center. Preservation groups in both states are backing a movement to save the bridge, which is considered National Register eligible, and the quest has begun to have it named to the National Trust for Historic Preservation's 11-Most Endangered Historic Places list. Richard Candee [SIA], vice president of the Portsmouth Historical Society, has led the nomination effort. On behalf of the SIA, the Historic Preservation Advocacy Committee and President Mary Habstritt contributed a letter of support.

In 2002, the New Hampshire Department of Transportation (NHDOT), which is the lead agency for the project, began developing a plan to rehabilitate the lift bridge, retaining as much of its historic fabric as possible. In 2006, this plan was abandoned for a modified plan that would have resulted in rehabilitating the through-truss approach spans but replacing the lift span with a new lift span of modern materials but similar appearance to the original. At a public informational meeting in Portsmouth in November, representatives of NHDOT revealed that two bids had been submitted for this work. Both were substantially higher than the pre-bid estimates. Highway officials stated that the Maine Department of Transportation (MDOT) had written to NHDOT expressing Maine's unwillingness to proceed with the rehabilitation of Memorial Bridge at the higher figure.

NHDOT thereupon announced that it would commence a comprehensive study of the transportation needs and infrastructure of the entire Piscataqua River region. Subsequently, NHDOT and MDOT have apparently agreed that they wish to move swiftly toward total replacement of Memorial Bridge with an entirely new structure on a new alignment. The Federal Highway Administration must now determine whether the former agreements for treatment of the bridge remain in effect, or whether the unexpectedly high bids negate the agreement for rehabilitation of the historic span.—*Excerpted from the NH Division of Historical Resources Handout & National Trust Most Endangered Nomination*

IA EXHIBITS

At the Heart of Progress: Coal, Iron, and Steam since 1750: Industrial Imagery from the John B. Eckblad Collection is an exhibit at the Ackland Art Museum at the University of N.C., Chapel Hill, through May 17. It features posters and prints from the collection of John P. Eckblad, who spent much of his childhood in the coal region of western Pennsylvania and worked as a management consultant to the petrochemical industry in Europe. Various artists are represented including Camille Pissarro, Theophile Steinlen, Constantin Meunier, and Joseph Pennell, as well as a wealth of commercial and documentary imagery. Info: *www.ackland.org/art/exhibitions/2009/at_the_heart_of_progress*

NOTES & QUERIES

The **Shoreham Roundhouse** in Minneapolis is the subject of a limited-edition poster that is being sold as a fundraiser for the Shoreham Area Advisory Committee, the local historic preservation and community volunteer organization. The poster honors the legacy of the historic railyard and roundhouse, constructed in 1887 and one of the few 19th-century roundhouses remaining in the U.S. It features the drawings of local artist Foster Wiley and is 16 x 20 in., printed on premium stock, and available with a donation of $40 or more. Info: *saac-mpls@earthlink.net*.

Wanted: Project Manager with IA Experience. EMR, Inc. is in search of a full-time project manager for cultural-resource investigations, permits, and mitigation services, including HABS/HAER and state historic structure documentation, cultural resource field surveys, work with regulatory agencies, and assisting clients with sustainable cultural-resource management solutions. The position involves client relations, problem solving, inspection, and reporting. Based in Minneapolis or Duluth, some travel is required. The preferred candidate will be a registered professional archeologist, or capable of obtaining credentials within 30 days of hiring, and will have more than two-years experience performing and managing investigations and understanding of cultural-resource regulations at the federal and state level. The candidate will also have excellent writing and verbal communication skills, and a willingness to adapt to diverse situations and tasks, including providing non-archeological support and business development. Masters degree in related science required. Send resume to: *humanresources@emr-inc.com*.

Package Design & Production Collection. Hagley Museum & Library (Wilmington, Del.) has received the Leonard W. Walton Collection. Walton began working at the Milwaukee Printing Company (MPC) in 1936 and retired in 1976 as the manager of its plant in Downingtown, Pa. Much of the collection consists of printing samples including candy and bread wrappers, cigarette boxes, and potato-chip bags, most of which were intentionally made to be torn and crumpled at the first opportunity, and so are now quite rare. MPC was founded by Max T. and William Heller in 1899. The brothers developed a method of printing on glassine paper in 1908, which led the company to specialize in printing packaging materials. MPC was the first to develop printing on cellophane in 1919, on foil in the 1920s, and on polyethylene in 1947. MPC later became Milprint, Inc. —*Hagley Magazine (Winter 2008)*

Hagley invites scholars to make use of its research collections and fellowship programs. A wide range of American and international topics can be explored in the printed, manuscript, and pictorial resources, which include business, economic, industrial, technological, cultural, architectural, labor, and women's history. The grants-in-aid and Henry Belin du Pont Fellowships support visits to Hagley for scholarly research and are designed to assist with travel and living expenses. Stipends are for a minimum of one week, maximum of six months at no more than $400 per week. Also available is a dissertation fellowship for graduate students. This is a residential fellowship with a term of four months. The fellowship provides $6,000, free housing on Hagley's grounds, use of a computer, mail and internet access, and an office. Info: *www.hagley.org/library/center/grants.html*.

Watervliet Arsenal Command Letter Books. The arsenal museum in Watervliet, N.Y. reports that it has a collection of letter books (c.1812-1890) containing correspondence with a variety of industrial establishments or individuals notable in the development of gun technology. Bob Rawls [SIA] writes that the books are basically unknown and have rarely been used. He was able to find, for instance, correspondence between the West Pt. Foundry and the arsenal, c.1834, describing different types of iron furnaces then in use at the foundry. The books are available for research in the museum's library.

Hampton National Historic Site in Towson, Md. (tour site —1995 Annual Conference, Baltimore), has completed a comprehensive finding aid to help researchers locate more than 10,000 documents spanning 350 years. Established by the Ridgely family in the early 18th century, Hampton was the center of a sprawling 25,000-acre business empire founded on iron-making, agriculture, slavery, and shipping. The new guide is a combined index to nearly 100 manuscript collections at Yale, Maryland Historical Society, Duke, Library of Congress, Maryland State Archives, and many others. The project was funded by a grant from Preservation Maryland awarded to the park's friends group, Historic Hampton Inc. —*Heritage News (Jan. 2009)*

Photographer Jack Boucher Retires. Historic American Buildings Survey/Historic American Engineering Record photographer Jack E. Boucher retired in December after more than 45 years of federal service. Boucher began his career with the *Atlantic City Tribune* then worked for the State of New Jersey photographing sites along the newly created Garden State Parkway. Boucher came to the National Park Service in 1958 working for the Branch of Still & Motion Pictures and HABS, and then left in 1966 to become Chief of Historic Sites for New Jersey. He returned to HABS/HAER for good in 1971, in time to participate in many of the early HAER projects (HAER was established in 1969). His work is the subject of the book, *A Record in Detail, the Architectural Photography of Jack E. Boucher* (University of Missouri Press).—*Heritage News (Jan. 2009)*

(continued on page 15)

MEMBER NEWS

Christine Davis, professional archeologist in Pittsburgh, was the subject of a feature article in the *Pittsburgh Professional Magazine* (Oct. 2008). Her illustrated interview touched on a range of subjects from Native Americans to the IA of western Pennsylvania.

Mary Habstritt, SIA President, participated in a NY City Municipal Art Society panel on the topic of *Recycling New York's Industrial Past: Inspiration from Home and Abroad.* A podcast with a 10-minute abridgement of the hour-long program is available: *www.mas.org*, click on the video titled "Recycling." A blog is also available: *http:cityroom.blogs.nytimes.com.*

Fred Schaeffer was recently honored by the Dutchess County (N.Y.) Historical Society and the Dutchess County Regional Chamber of Commerce for his efforts to preserve the Poughkeepsie-Highland Bridge (*SIAN*, Summer 2006). For the past 15 years, Schaeffer has volunteered with the Walkway over the Hudson project, dedicated to converting the 6,747-ft. landmark cantilever-truss railroad bridge of 1889 (reinforced in 1906) into a pedestrian trail. The project recently received major federal and state grants.

Gerry Weinstein received the 2008 John Augustus Roebling Award for contributions to Industrial Archeology from the Roebling Chapter SIA at its annual Drew Symposium in October. Gerry was recognized for his dedication to IA and his many contributions preserving and documenting industrial heritage in the greater NY-NJ region. ■

CHAPTER NEWS

Northern Ohio toured the GE Euclid Plant in Cleveland (tour site—1986 SIA Annual Conference) in September 2008, weeks before the plant ceased operations. The plant had been producing electric lamps since 1880, when it was established as the Brush Electric Light Co. In December, the chapter held its annual meeting at Cleveland State University.

Oliver Evans (Greater Philadelphia) held its annual filmfest in December at the Fairmount Water Works (tour site—2007 Annual Conference, Philadelphia). Lance Metz [SIA] of the National Canal Museum provided an assortment of historical screen gems on the subjects of mining, steel making, and railroading. The chapter held its annual meeting at the Manayunk Brewery in January. The evening of food and drink was capped by a presentation on the archeology of the Aramingo Canal.

Roebling (Greater NY-NJ) held its annual meeting at the Paterson (N.J.) Museum in January. The meeting was preceded by a tour of United Vacuum. Established in 1996, UV sells and services vacuum pumps used in the manufacture of many different products.

***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). ■

NOTES & QUERIES *(continued from page 14)*

Students Dig IA. Milton High School has more than 90 students signed up for an archeology class exploring the brick-making history of the Blackwater River region of northwest Florida. Brick-making is one of the oldest industries in the region, with much of the brick used to build 19th-century fortifications in the vicinity of Pensacola. Students are learning how to take measurements, sort artifacts, and conduct oral history.—*Pensacola News Journal (Dec. 31, 2008)*

IA in Philately. In 2009, the U.S. Postal Service will issue a collection of 42-cent stamps featuring five historic Gulf Coast lighthouses: Sand Island, Ala.; Matagorda Island, Tex.; Sabine Pass, La.; Biloxi, Miss.; and Fort Jefferson, Fla.

Steel Mill Models. I am looking for information about working steel mill models as part of research being done for the Youngstown Historical Center of Industry & Labor. The museum owns three working mill models from Youngstown Sheet & Tube: a hot-strip mill, seamless tube mill, and butt-weld tube mill. Each mill actually operates and makes a product out of lead. The hot-strip mill is operational and we are working on the seamless model now. There was also a three-stand, cold-strip mill with a stamping press that YS&T also built. It's rumored to still exist at a large eastern institution. If anyone knows the whereabouts of the cold-strip mill or any other existing working mill models, please contact Rick Rowlands, *rick@todengine.org*, 330-272-4089.

The **Smithsonian's National Museum of American History** (Washington, D.C.) re-opened on Nov. 21 following a two-year, $85 million renovation of the building's interior. Info: *http://americanhistory.si.edu.* ■

CALENDAR

2008

Mar. 14: 28th Annual Canal History & Technology Symposium, Lafayette College, Easton, PA. 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 10–15: First Chinese International Conference on Industrial Heritage, Chengdou, China. Info: Peng Lingchang, *plcsy@126.com.*

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

May 28–31: SIA 38th ANNUAL CONFERENCE, PITTSBURGH, PA. 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.*

June 13–14: Waterways & Byways, 1600–1890: Dublin Seminar for New England Folklife, Deerfield, MA. See article in this issue. Info: *www.bu.edu/dublinseminar*

June 14–17: Our Living Rivers: The 6th Canadian River Heritage Conference, Ottawa-Gatineau, Canada. Info: *www.riversconference.ca.*

June 18–21: Railway & Locomotive Historical Society Annual Meeting, Portland, ME. Conference plus museum and rail tours. Info: *www.rlhs.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. Info: *www.ticcih2009.de.*

Oct. 13–16: SIA FALL TOUR, ROSENDALE, NY. Info: *www.sia-web.org.* See article in this issue. [Correction: Oct.17–18 was incorrectly listed as the date in *SIAN*, Fall 2008. Oct. 13–16 (Tues.–Fri.) is the correct date.]

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

Oct. 29–31: Pioneer America Society Annual Meeting, Pipestem, WV. Paper sessions and tours to coal industry. Info: *www.pioneeramerica.org.* ■

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