SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

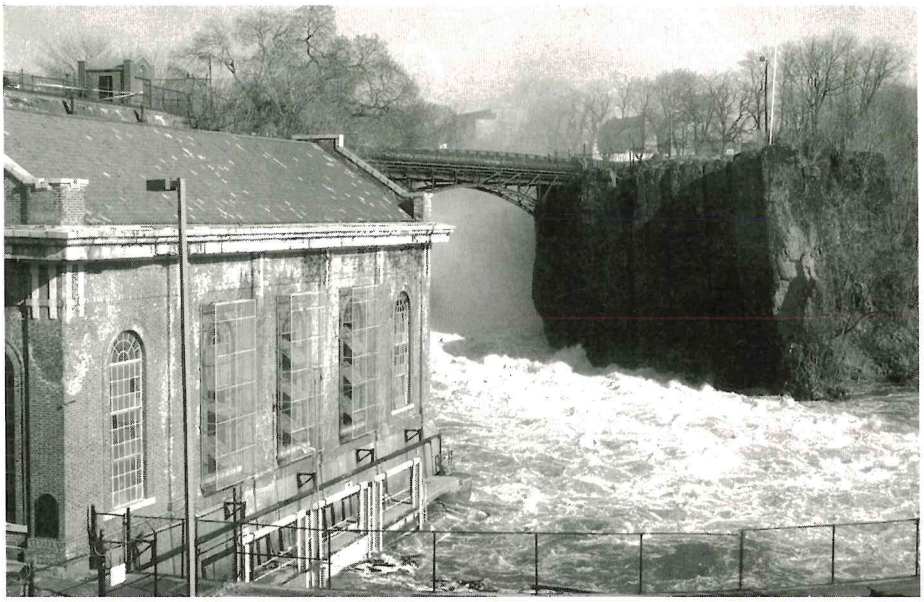
Volume 38 Spring 2009 Number 2

At Last! Paterson Great Falls National Park

On March 30, President Obama signed the Omnibus Lands Act. A provision in the act creates the newest unit of the National Park System—Paterson Great Falls National Historical Park—headline news for IA and industrial heritage preservation in the U.S.! Over many years, Paterson, N.J., has been near and dear to SIA members. It was there in 1791 that Alexander Hamilton created the Society for the Establishment of Useful Manufacturers (S.U.M.). His vision of tapping the waterpower in the 77-ft.-high Great Falls of the Passaic and creating a community overseen by a corporation devoted exclusively to manufacturing was far ahead of its time. It was also an expression of significant tensions in the early political development of the nation, since the Hamiltonian vision as embodied in the S.U.M. was at odds with the Jeffersonian vision of an agrarian nation. The S.U.M. initially employed Pierre L'Enfant, the same architect who laid out Washington, D.C., to lay out the waterpower system and Paterson's city plan.

While a great manufacturing city did eventually grow around the waterpower system, it was not exactly as Hamilton and the other founders of the S.U.M had envisioned. The S.U.M. soon discovered that it did not have the resources to undertake the ambitious plan. The S.U.M. concentrated its resources on developing water rights and leasing land to entrepreneurs who then took on the financial risks associated with developing the mills and the diverse array of manufacturing technologies that went along with them. In many ways, this pattern of diverse, small-scale manufacturing was more typical of early American industrial development than the concentrated system of textile manufacturing employed at Lowell, Mass. Lowell National Historical Park became America's first national park with an industrial heritage emphasis nearly

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Martin Maver

Great Falls and the S.U.M. Powerhouse, part of American's newest National Park.

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PATERSON GREAT FALLS (continued from page 1)

30 years ago. No doubt Paterson can learn many lessons from Lowell on how to successfully manage its transformation into an accessible, first-class industrial heritage park.

Another significant facet of Paterson's industrial history is how silk spinning and weaving came to be the dominant industrial sector from the 1870s to the 1930s, earning Paterson the title of "Silk City." The Great Strike of 1913, when 25,000 silk workers went off the job for nine months to protest work conditions, is an important chapter in the nation's labor history.

A national park at Paterson has been at least four decades in coming and credit goes to many individuals who have persevered in their faith that Paterson's industrial archeology and history were worthy of national park status. In the mid-1960s, most of the Great Falls power canal system and many of the old mill buildings were threatened with demolition for an expressway. A citizen's group, the Great Falls Committee, formed to preserve the entire area. This group was led by John Young, Frank Blesso, and Mary Ellen Kramer, wife of Paterson Mayor Pat Kramer. The S.U.M. Great Falls District was listed in the National Register of Historic Places on April 17, 1970, and designated a National Historic Landmark (NHL) on June 6, 1976. It was the nation's first industrial NHL, the highest ranking bestowed by the federal government under the National Historic Preservation Act of 1966. The power system, including power plant and canal, in 1977 was designated a National Historic Civil Engineering and Mechanical Landmark by the American Society of Civil Engineers and the American Society of Mechanical Engineers.

While recognition came quickly, progress on the ground was halting. In 1971, the Great Falls Development Corporation (GFDC) was formed as an outgrowth of the Great Falls Committee to guide preservation efforts, work to find ways to revitalize the district, and sponsor historical and archeological investigations. Among SIA members who worked at Paterson were Russell Fries, who made a careful study of the canal system, and the late Ed Rutsch, who conducted investigations of the Colt Gun Mill. Other SIA members too numerous to mention have contributed in various ways to our understanding of Paterson's history. Today, Gianfranco Archimede carries on this tradition in his capacity as the city's historic preservation planner. Over the years notable successes have been the recommissioning of the S.U.M. hydroelectric plant, gradual restoration of the canal system, and adaptive reuse of a number of mills, including the establishment of the Paterson Museum in the former Rogers Locomotive Works. Other buildings were lost, most notably to a series of fires that struck the neglected Allied Textile Printers (ATP) site in the 1980s. The seven-acre ATP complex is the heart of the district and the location of the 1836 Colt Gun Mill.

Of course, no amount of historical significance on its own can establish a national park. It takes political muscle. In this case the champion has been U.S. Representative Bill Pascrell, Jr., along with U.S. Senators Frank R. Lautenberg and Robert Menendez, who sponsored the legislation. The park has also had the strong support of Paterson Mayor José Torres who hopes that it will be another step in revitalizing the city.

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Martin Mayer

Paterson's Upper Raceway Park with the Rogers Locomotive Works in the background.

The *SIA Newsletter* is published quarterly by the Society for Industrial Archeology. It is sent to SIA members, who also receive the Society's journal, *IA*, published biannually. The SIA through its publications, conferences, tours, and projects encourages the study, interpretation, and preservation of historically significant industrial sites, structures, artifacts, and technology. By providing a forum for the discussion and exchange of information, the Society advances an awareness and appreciation of the value of preserving our industrial heritage. Annual membership: individual $50; couple $55; full-time student $20; institutional $50; contributing $100; sustaining $150; corporate $500. For members outside of North America, add $10 surface-mailing fee. Send check or money order payable in U.S. funds to the Society for Industrial Archeology to SIA-HQ, Dept. of Social Sciences, Michigan Technological University, 1400 Townsend Drive, Houghton, MI 49931-1295; (906) 487-1889; e-mail: *SIA@mtu.edu*; Website: *www.sia-web.org*.

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

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SIA 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; the Iron Mountain Company, which uses former 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. Please note this tour is scheduled for mid-week (starting on Tuesday, Oct. 13) rather than the traditional weekend due to issues with booking hotels during leaf peeper season.



The Poughkeepsie Bridge, Hudson River, Poughkeepsie, N.Y. Designed by Thomas Curtis Clarke, 1888.

PATERSON GREAT FALLS *(continued from page 2)*

Rep. Pascrell brought the Great Falls National Park initiative to Congress in 2001 when the House approved legislation that directed the Interior Department to study the suitability of designating the Great Falls Historic District as part of the national park system. The National Park Service (NPS) study that was completed in 2006 noted the exceptional natural, cultural, and historic significance of the Great Falls district, although it did not recommend the creation of a park for, among several reasons, budgetary considerations and the belief that Lowell already adequately filled the role of interpreting similar facets of the nation's industrial history. During 2007 Congressional hearings on the NPS study, a number of scholars presented testimony rebutting the NPS position with a focus on the need for a national park that paid tribute to the Hamiltonian vision.

The Paterson Great Falls National Historical Park will cover about 35 acres including the upper, middle, and lower raceways; a portion of Upper Raceway Park; the Ivanhoe Wheelhouse; the S.U.M. Gatehouse, Overlook Park and the S.U.M Hydroelectric Plant; Allied Textile Printing including the Colt Gun Mill ruins, Mallory Ruins, Waverly Mill Ruins and Todd Mill Ruins; the Rogers Locomotive Company Erecting Shop; the Paterson Museum, and the Great Falls Visitor Center.

To ensure that the park is managed with sensitivity to the local perspective, the legislation creates the Great Falls National Historical Park Advisory Commission to advise on the development, implementation, and management of the park. The commission will be made up of nine members appointed by the U.S. Secretary of the Interior with recommendations from the New Jersey Governor, the Paterson City Council, and the Passaic County Board of Chosen Freeholders. Commissioners will serve three-year terms without compensation. ■

Breaking News

In late April, the National Trust for Historic Preservation released its annual list of 11 Most Endangered Historic Places. On the roster are the Memorial Bridge, connecting Portsmouth, New Hampshire and Kittery, Maine (*SIAN*, Winter 2009), and the Ames Shovel Shops in North Easton, Massachusetts (tour site—2004 Annual Conference). Both nominations were supported by the SIA at the request of organizations working for the preservation of these sites.

To help ensure consistent, timely response to requests for SIA support in industrial heritage preservation, the Historic Preservation Committee, chaired by Richard Greenwood, was established in 2007, along with guidelines for SIA policies on support. The committee evaluates requests for support and makes recommendations to the President and the Board. In both these cases, a timely response was made to help these efforts at critical junctures.

There is more information on the SIA web site (*www.sia-web.org*) and the National Trust's site (*www.preservationnation.org/issues/11-most-endangered*). We are pleased to have supported these efforts, and wish them success.

Jay McCauley, SIA Vice President

O'Hara Mill
Alive and Well after 32 Years

In *SIAN* (March 1977), Norman Ball [SIA] reported on a visit to the reciprocating frame saw at O'Hara Mill northwest of Madoc, Ont. Finding the future of the mill in question, Ball pondered if the mill would be appreciated, understood, and preserved before it was too late. Over three decades later, Peter Sporring, a volunteer at the mill, has written to describe how this almost-forgotten historical gem has been brought back to life.

Situated on a lovely 85 acres amongst rolling hills, O'Hara Mill Homestead & Conservation Area is owned by the Quinte Conservation and managed by a dedicated group of volunteers, the O'Hara Volunteers Association. The center attraction is the only known working water-powered English-gate, or upright-frame, sawmill in Canada. Built in 1848 by James O'Hara, Sr., it continued to cut lumber until 1908, when it fell into disuse with the advent of the more efficient circular sawmills. Quinte Conservation purchased the property in 1954, and the mill was restored to some extent and operated occasionally as a tourist attraction. In 1970 the mill was deemed unsafe to operate, and it became a static display.

The mill remained this way, but disintegrating all the while, until 2002, when five volunteers decided to stabilize and restore the building. For the next three years, half a day a week, the group replaced rotted timbers, repointed stonework, and freed up many of the moving parts. In 2005, with this work completed, the general consensus was that the sawmill would never run again. But, with the new volunteers association in charge, some funding became available, and an overshot waterwheel was fabricated and installed in 2007. In the spring of 2008, the group built the timber framing for the new sluiceway and spent the next several months servicing old bearings and fine-tuning many of the old wooden linkages that are crucial to operation. By the time summer rolled around, the mill was working to the delight of quite a few visitors, especially older ones who thought they'd never again see the day when the big six-ft. blade would bite into a pine log to the sound of rushing water.



O'Hara Mill, Canada's only known working upright-frame sawmill, has been restored to operating condition.

There are several other buildings on the homestead, including the restored 1850s house with heritage gardens, a one-room log schoolhouse, working blacksmith and carpentry shops, and recently finished, the pioneer log house. In 2009, O'Hara Mill Homestead will be rebuilding the millpond dam with vintage local-cut limestone and constructing a visitors' center. Info: *www.ohara-mill.org.*

Peter Sporring

Canal and IA Book Bonanza

SIA member Brian Kutzner has listed approximately 700 books for sale on Amazon.com. Topics include American, British, and French canals; Roman and American aqueducts; N.J., N.Y., Pa., and Canadian subjects and miscellany related to rivers, dams, bridges, rails, etc. The books, which are reasonably priced and of high quality, are listed under the seller name of "bestbudbrianbooks." The direct URL to view the sale list is *www.amazon.com/gp/shops/storefront/index.html?ie=UTF8&marketplaceID=ATVPDKIKX0DER&sellerID=ASF2EZUBMZGJ>*. If this doesn't work, another approach is to find any book listed by the seller, click the "bestbudbrian" link and follow this to the bestbudbrianbooks storefront. Sample titles that can be searched using this method include *Shell Guide to the Shannon, Pennine Waterway, Port Sydney Past,* and *An Old Jersey Furnace.* For questions, contact Brian directly at 856-794-1750 (7-10 pm ET); *justdigging@verizon.net.* ■

IA EXHIBITS

Nineteenth-Century Patent Models: Innovations in Miniature is a new exhibit on display at the Hagley Museum & Library Visitor Center in Wilmington, Del., through the end of 2010. Patent models are working miniatures of proposed patents and were required to accompany applications to the U.S. Patent Office from the 1790s to the 1880s. The exhibit features more than 120 models set in a social-history context. Categories include leisure, food manufacturing, laundry, transportation, explosives, textiles, and machine tools. Info: *www.hagley.org.* ■

Nova Scotia IA

New On-line Database Seeks Contributions

Industrial Heritage Nova Scotia (IHNS) has launched an on-line initiative that will allow persons with an interest in the province's industrial past to make a contribution to its study and preservation. The **Survey of the Industrial Archaeology of Nova Scotia** (SIANS) aims to collect data on as many old industrial sites as possible. While most major sites are well known, countless others are overlooked because of lack of awareness. Contributors can help raise awareness by adding information to the on-line database.

The SIANS database will provide a better understanding of the historical and engineering importance of individual sites, and of the development of particular industries. It will enable people to find the sites more easily, and it is the developers' desire that it will become a useful tool for the preservation of a threatened industrial heritage.

Sites of interest include old mills, creameries, and manufacturing plants that dot the landscape of Nova Scotia. The Sidney Tar Ponds is an example of an industrial landscape, as is the Starr Manufacturing Plant in Dartmouth. There, the arrangement of workers' housing and the plant formed a distinctive cityscape, now sadly torn down. In contrast, the Lunenburg waterfront is an industrial landscape that has escaped destruction and is now a World Heritage Site and a major tourist attraction. Other sites in Nova Scotia are virtually unknown or unrecorded.

SIA members and others with knowledge of Nova Scotia's industrial past are encouraged to contribute. The database is open to all, expert and amateur alike. It is as simple as identifying a site's location and providing a short description of what it was and what remains. Photographs are also welcomed, but not required. As more sites are added, awareness of the scale and scope of the province's industrial heritage will grow.

To view the database or make a contribution, *www.industrialheritagens.ca*. Click on the SIANS link.

Donald Wyllie

SITES & STRUCTURES

Sloss Furnaces Historic Site (tour site—1999 Fall Tour, Birmingham, Ala.) is designing a new entrance and visitor center that will include much-needed indoor classrooms and exhibition spaces. The city government has released $600,000 in bond money to undertake architectural design. Overall the project is expected to cost $11 million. The iron furnaces opened in the 1880s and operated into the 1970s. Sloss became a city museum in 1983.—*Birmingham News (Feb. 25, 2009)*

The **C&O Canal National Park** is considering the re-creation of a historic boat yard as part of the Canal Place development in downtown Cumberland, Md. Still in the conceptual phase, the boat yard would serve as a venue for youth camps and boat rides on the re-watered canal.—*Cumberland Times-News (Jan. 21 ,2009)*



A furnace tuyere from the former **Rodgers Forge** in Towson, Md., has been given to the Maryland Historical Society. The heavy iron casting has spent the past few decades in storage at the Rodgers Forge Elementary School.—*Baltimore Sun (Feb. 22, 2009)*

The **tugboat *Essayons*** began taking on water and sank 20 ft. to the bottom of Duluth harbor on March 23. Only the smokestack and part of the cabin remain above water. The 101-year-old tug had been moored adjacent to the Duluth Timber Co. since 1994. It was originally commissioned by the U.S. Army Corps of Engineers, which operated it until the 1950s. The vessel later served with the Zenith Dredge Company. Prior to 1994, Zenith donated the tug's steam engine to the Lake Superior Maritime Visitors Center where it remains on display (tour site—2000 Annual Conference, Duluth). The current owners had dreamed of turning the tug ito a bed-and-breakfast.—*Duluth News Tribune (Mar. 25, 2009)* ■

Residents of West Linn, Ore., were treated to a rare sight this past winter: the removal of the steel gates of the Willamette Falls Lock & Navigation Canal. The lock, which dates to 1873 with later improvements, is being inspected by the U.S. Army Corps of Engineers. The gates were steam cleaned and repairs made as needed. A few years ago the Corps canceled its plans to close the locks to navigation in response to a community group that formed to advocate keeping them open. A construction company located upstream still uses barges and plans to expand their use as a cost-effective, "green" form of transportation for steel and bulk materials.—Sandy Carter [SIA], Willamette Heritage Foundation.

Obituaries

Priscilla Brewer, age 52, of Tampa, Fla., was known to many SIA members from her attendance at past SIA events and as a scholar in the field of American material culture and technology. Priscilla's early career was influenced by work experiences at Hancock Shaker Village and Slater Mill, where she began a lifelong interest in the impact of technology on American families, religious life, and popular culture. She held a Ph.D. from Brown University (1987), where she studied with Patrick M. Malone [SIA] and worked with a number of SIA members including Tom Leary, Sandy Norman, and Patrick Harshbarger among others. Priscilla wrote two very well-received books, *Shaker Communities, Shaker Lives* (1986) and *From Fireplace to Cookstove: Technology and the Domestic Ideal in America* (2000), as well as numerous articles and papers. She joined the faculty of the University of South Florida in 1987 and was soon recognized by her peers for outstanding research and teaching. Priscilla was presented the Distinguished Undergraduate Teaching Award (four times!) and received the USF Alumni Professor Award in 1990. In addition to Priscilla's keen intellect and kind manner, she had a dry wit that is well remembered by her friends and colleagues. She will be missed.

Courtney Fisher, age 62, of North Hero, Vt., was active during the formative years of the SIA. He passed away on Feb. 27, 2009 from complications of acute myelogenous leukemia. Born in Boston May 6, 1946, he was the son of John Fisher and the late Patricia Kingsbury Wiffen. Courtney grew up in Cambridge, Mass. He graduated from high school at Brown & Nichols in 1965, where he was active in shop and stage-set design. His interest in construction and design became a theme in his life. Courtney completed his undergraduate studies at Dickinson College, Carlisle, Pa. He received a certificate in historic preservation from Columbia University where he developed interests in industrial archeology and was a classmate of Chester Liebs and Eric DeLony [both SIA]. Courtney was a scholar of Vermont architecture and taught at the University of Vermont and at the Preservation Education Institute of Windsor, in addition to his practice in architectural design and preservation project management. From 1982 to 1986, he served on the Vermont Advisory Council on Historic Preservation. Although Courtney was not active in SIA in his later career, he is remembered fondly by many long-time members. Contributions in his memory may be made to the North Hero Historical Society Community Hall Restoration Fund, Box 175, North Hero, VT 05474.



Courtney Fisher, Eric DeLony, Chester Liebs, Diane Newell, Ted Sande, and George Notter (r-l) posing on the platforms of the Wilmington (Del.) Train Station (built by the Pennsylvania RR, 1908). The reason for the gathering of these early members of the SIA was presumably the 1977 SIA Annual Conference. Liebs, Newell, Sande, and Notter are past SIA Presidents. DeLony served two terms as SIA Director.

MEMBER NEWS

Bob Frame, senior historian at Mead & Hunt, Inc. of Minneapolis, was a primary author of the *Management Plan for Historic Bridges in Minnesota*, which has received awards from the Preservation Alliance of Minnesota and the American Council of Engineering Companies of Minnesota. The plan focuses on collaboration between the engineer and historian to streamline compliance with the Section 106 process. To date, management plan principles have been applied to 23 bridges owned by the Minnesota Department of Transportation. The plan is available on-line: *www.dot.state.mn.us/environment/pdf_files/mgmt-plan-historic-bridges.pdf*.

Ed Grusheski retired from his job at the Philadelphia Water Department. For many years Ed has been President of the Oliver Evans Chapter. He has been instrumental in efforts to preserve Philadelphia's Fairmount Water Works.

Cydney Millstein and co-author Carol Grove have been given the 2009 Osmund Overby Award for their book, *Houses of Missouri: 1870-1940*. The book highlights 45 architecturally distinctive residential properties and the motivations of the industrialists and businessmen who shaped these grand estates. Cydney is a preservation consultant, architectural historian, and owner of Architectural & Historical Research LLC. The Overby Award is give by the Missouri Alliance for Historic Preservation to works that contribute to the documentation and interpretation of Missouri's architectural history. ■

SOCIETY FOR INDUSTRIAL ARCHEOLOGY
NEWSLETTER

PUBLICATIONS OF INTEREST

Vol. 38, No. 2 Spring 2009

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

GENERAL INTEREST

- Thomas Geoghegan. **Infinite Debt: How Unlimited Interest Rates Destroyed the Economy**. *Harper's Magazine*, Vol. 318, No. 190 (April 2009), pp. 31-39. Geoghegan, a Chicago-based labor lawyer, posits how the removal of limits on interest rates, particularly for credit cards, permitted the American financial services industry to become "bloated," leading to an increase in foreign debt, gutting manufacturing capacity, and weakening labor unions.
- Historical Research Limited. **Heritage Assessment of the Port Hope Centre Pier**. Nov. 2008. Avail: *www.thepiergroup.ca*. Prepared by Christopher Andreae [SIA]. History and analysis of the port, rail, and industrial facilities, including the bathtub works of the Standard Ideal Sanitary Co. (later Crane), on Lake Ontario at Port Hope, Ont.
- **Man at Work: 400 Years in Paintings and Bronzes: Labor and the Evolution of Industry in Art**. Grohmann Museum, Milwaukee School of Engineering, 2008. Revised ed. $49.95. Avail: *www.msoe.edu/manatwork*. Featuring 484 works, including 50 not reproduced in the first edition. The volume has been considerably reorganized with new sections added. SIA visited the collection at the 2005 Annual Conference.
- John W. McGrain [SIA], Jack L. Shagena, and Henry C. Peden, Jr. **Mills: Grist, Saw, Bone, Flint, Fulling ... & More—Harford County's Rural Heritage**. Self-published, 2009. 316 pp., illus. Info: *jshagena@comcast.net*; (410) 569-0988. The definitive work on this Maryland county's mills. In addition to covering more than 20 still-standing mills, the book features a digest of about 600 mills that have existed in the county since settlement. Chapters cover a historical overview of milling; the settlement of Maryland, and the state's early mills; early grist and sawmilling in Harford County; extant mills; lesser-known mills such as fulling, woolen, bark, flint, bone, cider, molasses, paper, oil, and plaster; and the relationship between mills and the growth of villages.
- Mike Raber, Patrick M. Malone, Carolyn Cooper, and Robert Gordon [all SIA]. **Forge of Innovation: An Industrial History of the Springfield Armory.** National Park Service, 2009. 364 pp., illus. $19.95. Avail: *www.eparks.com*, click on park stores, and then select the Springfield Armory NHS. Pulls together as a book the 1989 NPS-funded study. Springfield Armory has an almost legendary status in American history as the nation's preeminent military small-arms factory. Of the several fine histories written during the 174 years that the armory carried out the manufacturing, storage, repair, testing, and development functions assigned by the Army, none viewed the National Armory in its entirety...until now. Written by a team of prominent historians, this comprehensive work exhaustively examines traditional assumptions, modern scholarship, and original records. In so doing, new layers of meaning are revealed for the first time. The result is both richly informative and daringly provocative.
- **TICCIH Bulletin**, No. 43 (Winter 2008) includes Moulshri Joshi, *The Case for Salvaging the Remains of the World's Worst Industrial Disaster at Bhopal, India* (continuing debate on how to acknowledge and preserve remnants of Union Carbide's 1973 alpha-napthol plant); Marie-Noëlle Polino, *Taking Stock of Railway Heritage* (historic inventory of French railways); Matthias Roser, *The Central Station of Stuttgart by Paul Bonatz (1877-1956)* (described as Europe's first "modern" rail station, built in 1910); and a roundup of industrial heritage news from around the world. Available with membership in TICCIH, *www.mnacatec/ticcih*.

TEXTILES

- JTucker McQueen. **Mill Recycled to Aid Bottom Line**. *Atlanta Journal-Constitution* (Feb. 8, 2009). Adaptive re-use of the Coats & Clark Threadmill in Austell, Ga., outside Atlanta. It now houses offices, retail shops, and a municipal court. The 240,000-sq.-ft. mill was renovated for $5.5 million.
- **Weaving Tales**. *Gainesville (GA) Times* (Dec. 5, 2008). Story of Gainesville Mill, built in 1897, and recently renovated for use by a transfer and storage company. The mill last operated in 1989.

MINES & MINING

- Jesse McKinley. **Promoting Offbeat History Between the Drinks**. *NY Times* (Oct. 14, 2008). The Order of E Clampus Vitus (Clampers), a fraternal organization dating to the 1848 California Gold Rush, has placed more than 1,000 bronze, wood, and granite commemorative plaques to mark sites associated with mining lore, from the grave of an unknown prospector to entire mining towns.
- Ron Pearson. **Smokeless! Coal Cleaning Along the East Broad Top**. *Timber Transfer*, Vol. 24, No. 3 (Winter 2008), pp. 10-19. The EBT RR produced a high-quality coal that was low in volatile material, but it was "boney" due to waste rock that was folded into the coal seams. Very detailed account, including site plans, of the railroad's coal-cleaning plant at Robertsdale, Pa. Published by the Friends of the EBT. Avail. with membership: $30/yr., *www.febt.org*.
- Carolyn O. Weatherwax [SIA]. **Graphite Products Corporation: Graphite Mining/Processing Operation**. *SIA New England Chapters Newsletter*, Vol. 29, No. 2 (2008), pp. 12-17.

Background on graphite mining in the Adirondack region and the company's operations in Wilton and Greenfield, N.Y.

- Paul Wood [SIA]. **Power Sources for the Granite Industry.** *SIA New England Chapters Newsletter*, Vol. 29, No. 2 (2008), pp. 5-11. Progression through manual power, draft animal, water wheel, water turbine, steam engine, steam turbine, compressed-air engine, electric motor, and internal-combustion engine.

Machine Tools

- **40 Power Tools You Can Make.** Astragal, 2009. 96 pp. $12.95. Reprint of book originally published by *Popular Mechanics* in 1941, describes how to build a host of machines and power tools using commonly available materials. Topics include construction of a planer, circular saw, jigsaws, lathe, drill press, etc. Written during WWII when many materials and labor were scarce.
- Dana Martin Batory. **The Planer Truth: A Brief History & Guide to Servicing Vintage Single Surface Roll Feed Planers (1850-1950).** Astragal, 2009. 160 pp. $21.95. The woodworking machine since its invention in 1828 and then description of the complete planer system from infeed to outfeed. Compiles miscellaneous data from scores of old texts and manuals for a practical, how-to guide.

Iron & Steel

- H. G. Brack and Linda Dartt. **Handbook for Ironmongers: A Glossary of Ferrous Metallurgy Terms.** Astragal, 2008. 208 pp., illus. $22. Defines hundreds of terms from ancient metallurgical techniques to later developments in iron and steel production in America.
- Kevin Coyne. **As Livelihoods End, Bowed but Proud.** *NY Times* (Feb. 22, 2009). Closing of Griffin Pipe in Florence, N.J. The cast-iron pipe maker, formerly R. D. Wood Co., was founded in 1803 and is reported to have produced the first cast-iron pipe in the U.S.

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With Thanks.

- Jeremy Gray. **Memories of Sloss—Retired Furnace Workers Tell Story of Birmingham's Industrial Past.** *Birmingham News* (Jan. 25, 2009). Sloss Furnace Historic Site's oral history program has recorded over 100 interviews in an effort that started 25 years ago. Background on the program.
- David Streitfeld. **Rock Bottom for Decades, but Showing Signs of Life.** *NY Times* (Feb. 1, 2009). Current economic and social challenges in the distressed steel town of Braddock, Pa.

Water Transport

- Diane Cook and Len Jenshel. **Graveyard of Ships: Photographs from Staten Island.** *Harper's Magazine*, Vol. 318, No. 1907 (April 2009), pp. 49-53. Dramatic photographs of ships wrecked and scuttled in Arthur Kill, taken by a husband-and-wife team whose next book will be devoted to the waterfront of New York City.
- Jeff Hampton. **Bid to Save Historic N.C. Vessels Gets Boost.** *The Virginian-Pilot* (Feb. 8, 2009). Two 90-year-old shad boats, used for fishing and hunting on the Currituck Sound, will be preserved by the Outer Banks Conservationists near the Currituck Beach Lighthouse.
- Brett Hansen. **Realizing the Dream: The Union Canal.** *Civil Engineering* (March 2009), pp. 42-43. In his monthly "History Lesson" column, Hansen describes construction challenges encountered on Pennsylvania's Union Canal. Completed in 1828, the canal connected the Susquehanna and Schuylkill rivers and is now a National Historic Civil Engineering Landmark.
- **Munnerlyn Steamboat Named for Family.** *The [Bainbridge, GA] Post Searchlight* (Jan. 13, 2009). History of 106-ton sternwheeler built in Monongahela, Pa., in 1859, and operated on the Chattahoochee and Flint rivers in Georgia and Alabama until abandoned in 1867.
- Paul von Zeilbauer. **Firm Is Told Not to Desert Its Barges.** *NY Times* (Aug. 5, 2008). N.Y. Harbor battles a perceived problem of abandoned barges and boats, numbering over 200 at latest count.

Automobiles & Highways

- Michael L. Berger. **The Automobile in American History and Culture: A Reference Guide.** Greenwood Press, 2002. 487 pp. $131.95. Essays on a wide range of topics, including of interest to IA, history of manufacturing, management and sales, and engineering and design. Chronology of events in American automotive history, extensive bibliography (no printed or on-line bibliography compares), and an appendix on research collections. Rev.: SCA *Journal*, Vol. 26, No. 2 (Fall 2008), pp. 34-35.
- Duane E. Churchill. **The Roadside Architecture of Frank Lloyd Wright.** SCA *Journal*, Vol. 26, No. 2 (Fall 2008), pp. 4-9. Wright's designs for parking garage, tourist sites, gas stations, and other roadside attractions, mostly not executed. Wright's gas station in Cloquet, Minn., is featured.

Railroads

- Christopher P. L. Barkan. **Moving Toward Green: Forty Years of Railroad Environmental Practice.** *Railway Age* (Oct. 2008), pp. 24-7. Summarizes the growing realization of rail's energy, environmental, and land-use efficiency and an expanded role in a balanced, sustainable transportation system.
- Jim Boyd. **Ma & Pa to Delta** and **Return to the Ma & Pa.** *NRHS Bulletin*, Vol. 73 (Spring 2008), pp. 4-23. Photo essays of the Maryland & Pennsylvania RR, 1968 and 1973.

- Dave Caldwell. **Putt-Putting Along the Rails**. *NY Times* (Aug. 8, 2008). Railway motorcars, also known as putt-putts or speeders, went out of service on most railroads over 25 years ago in favor of pickup trucks fitted with flanged wheels. Now collectors are forming motorcar groups and planning excursions.
- Preston Cook. **Restoring Preserved Diesels**. *NRHS Bulletin*, Vol. 73 (Spring 2008), pp. 24-29. Discussion of the availability of new and used parts and technical support for the restoration of diesel locomotives.
- William J. Coxey and James E. Kranefield. **The Reading Seashore Lines**. West Jersey Chapter NRHS, 2007. 168 pp., illus. $32. Heavily illustrated history of the Reading's Atlantic City RR and its branches from the 1880s to present with an emphasis on the physical plant and structures. Rev.: *NRHS Bulletin* (Spring 2008), p. 43.
- Thomas H. Garver [SIA]. **O. Winston Link**. *NRHS Bulletin*, Vol. 73 (Summer 2008), pp. 4-41. A tribute to the master of black-and-white night steam-railway photography, including technical details of how he staged his shots.
- William D. Kalt. **Tucson Was a Railroad Town: The Days of Steam in the Big Burg on the Main Line**. VTFD Rail Pub., 2007. 355 pp., illus. $54.50. Growth of Tucson around the activities of the Southern Pacific Co. Rev.: *NRHS Bulletin* (Spring 2008), p. 42.
- Carl Nolte. **A Piece of Railroad History Returns to Mt. Tam**. *San Francisco Chronicle* (Feb. 24, 2009). The Mount Tamalpais Interpretative Assn. completed restoration of a gravity car from the self-styled "crookedest railroad in the world," an 8.2-mile excursion railway that ran between 1896 and 1930.
- Frederick N. Rasmussen. **Radical High-Speed Trains Briefly Brightened the Depression**. *Baltimore Sun* (Mar. 8, 2009). Recounts the 1934 visit to Baltimore and Washington of the fresh-from-the-factory Union Pacific RR M-10000 train made of aluminum alloy.

BRIDGES

- James Angelos. **A Humble Bridge With One Fetching Feature**. *NY Times* (Jan. 18, 2009). The Borden Ave. Bridge over Dutch Kills, a tributary of Newtown Creek, in Queens, NYC, is a retractile bridge (it sits on rails that allow it to slide longitudinally away from the navigation channel). It is one of two in the city; the other is the Carroll St. Bridge over the Gowanus Canal in Brooklyn (tour site—2002 Annual Conference).
- **Covered Bridge Topics**, Vol. 47, No. 1 (Winter 2009) features tributes to the late Richard Sanders Allen including those by Robert M. Vogel and Eric DeLony [both SIA] (see *SIAN*, Summer 2008). It also includes the reprint of a letter by Theodore Burr on the challenges of building the McCall's Ferry Bridge over the Susquehanna River in Pennsylvania (1815) and articles on the Price Bridge (built in 1893 over the Mistassini River in Mistassini, Que.) and the discovery of a rare boxed pony truss in Abitibi, Que.
- **Detecting Corrosion in Suspension Bridge Cables**. *Columbia Magazine* (Winter 2008-09). University researchers are developing a new remote system of inspecting the individual wires that make up suspension bridge cables.
- Cara Mia DiMassa and Corina Knoll. **Bridge Design Sparks Clash in Los Angeles**. *LA Times* (Feb. 18, 2009). Controversy over replacing the 6th Street Bridge, an iconic steel arch built in 1932. Many in the community want to save the bridge, and those who do not are divided over the appropriateness of the proposal for a new cable-stay bridge design.

ABBREVIATIONS:

NRHS = National Ry. Historical Society

NSPCB Newsletter, published by the National Society for the Preservation of Covered Bridges

SCA = Society for Commercial Archeology

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.

CHAPTER NEWS

Oliver Evans (Greater Philadelphia) presented a lecture by archeologist Lauren J. Cook on the topic *IA and the Southeast Philadelphia Waterfront* at its March meeting. Sites discussed included the Greenwich Rail Yard and the Pennsylvania RR's Ore Terminal. In April the chapter traveled to Wilmington, Del., for a tour of historic bridges and the 1907 Holly triple-expansion steam engine at the city's Brandywine River Pumping Station.

Roebling (Greater NY-NJ). Chapter member Craig Nunn led a walking tour of industrial Passaic, N.J., in April. Featured sites included the Botany Worsted Mills, U.S. Rubber, Okonite, and the Dundee Dam on the Passaic River.

Southern New England, in association with the Northern New England chapter, presented the 22nd Annual Symposium on New England IA at Clark University in Worcester, Mass., in February. The symposium featured a full slate of presentations on a wide range of IA topics including reinforced concrete, mills, hospitals, dams, electric power, and industrial heritage.

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*).* ■

HISTORIC BRIDGE NEWS

Queensboro Bridge has celebrated its 100th anniversary. The massive 3,274-ft., cantilever-truss bridge over the East River between Manhattan and Queens was designed by engineer Gustav Lindenthal and architect Henry Hornbostel (who also collaborated on Lindenthal's Hell Gate Bridge). It was the second bridge to span the river, preceded of course by the Brooklyn Bridge, and although often considered an "ugly duckling" in comparison, it nonetheless represented a major engineering accomplishment. The celebration included a reenactment with vintage cars and city officials in period dress, bands, and a salute from a fireboat.—*New York Times (Mar. 29, 2009)*

The project to rehabilitate the **Fruita Bridge** over the Colorado River in Fruita, Colo., has been progressing. The three-span, Pratt through-truss bridge, built in 1907, is among the oldest and longest of its type in the Rocky Mountain region. Over $300,000 has been raised to stabilize the foundations and piers, the failure of which was threatening the bridge. The Colorado Historical Society has pledged an additional $200,000. When complete, the bridge will be open to pedestrians and bicycles as a convenient way to cross the Colorado and visit Dinosaur Hill and Colorado National Monument. – *Grand Journal Sentinel (Feb. 23, 2009)*

The Tappan Zee Bridge: Transforming Rockland County is an exhibit at the Rockland County (N.Y.) Historical Society. The exhibit, which will run through October 2009, features oral interviews, photographs, documents, videos, and memorabilia that document how the bridge caused the county to change rapidly from an agricultural community into a residential suburb of New York City. The long-span, through-truss bridge opened in 1955 and studies are currently underway to design a replacement. As proposed, the new bridge's design will incorporate dedicated bus lanes and space for railroad tracks that would be part of a new Metro North commuter rail line. Info: *www.rocklandhistory.org*; (845) 634-9629.

The former B&O RR **Elk River Bridge**, a c.1880 Whipple through-truss in Charleston, W.Va., has been identified by the city council for a $30,000 rehabilitation study to determine if it can be reused as a pedestrian and bicycle bridge. It has been abandoned and out of use for nearly 80 years.—*The Charleston Gazette (Feb. 18, 2009)*

Help Rebuild the Moscow Covered Bridge. In June 2008, a tornado swept through the Indiana town of Moscow, collapsing its two-span, 345-ft.-long, Burr arch-truss covered bridge. The bridge was built in 1886 by E. L. Kennedy. State and federal aid will cover 80 percent of the reconstruction cost. The remaining 20 percent match must be raised from local sources. The not-for-profit Rush County Heritage, Inc. has established the Moscow Covered Bridge Restoration Fund. Contributions can be made in the name of the fund to MainSource Bank, Box 249, Rushville, IN 46173.

Cheshire Railroad Bridge in Keene, N.H., is being studied under a grant from the New Hampshire Department of Transportation and the National Park Service to determine if it can be rehabilitated. The 90-ft.-long stone arch was built in 1847 to carry the 43-mile-long Cheshire RR, which ran between Fitzwilliam and N. Walpole. The railroad stopped running in 1972.—*The Keene Sentinel (Jan. 22, 2009)*

The City of Bloomington, Minn. is considering the future of the **Old Cedar Avenue Bridge**, a swing-span built in 1920 and located over Long Meadow Lake and the Minnesota River. The debate is over whether to repair the bridge for use by pedestrians and bicycles or to replace it.—*Minneapolis Star-Tribune (Jan. 21, 2009)* ■



Historic Truss Relocation Opportunity: ***Stevens County, located in the northeast corner of Washington State, is planning to replace the Barstow Bridge, a prefabricated, steel, Pratt pony-truss bridge that is 123-ft. long and 16-ft. wide. It weighs approximately 131 tons. Although now in highway use, the World War II-era bridge is a railway design for rapid field construction with load ratings to Cooper's E-45. It has riveted shop connections and bolted field connections for rapid assembly and disassembly. Those who bid on and purchase the bridge will be required to relocate it at their own expense. Info: Jason Hart, Ass't County Engineer, Stevens County Dept. of Public Works; (509) 684-4548; jhart@co.stevens.wa.us.***

NOTES & QUERIES

Joliet Iron Works Historic site. The Forest Preserve District of Will County, Ill., is in the early stages of developing a new interpretive plan (*www.fpdwc.org/ironworks. cfm*). Most of the research that has been done to date has been archeological in nature, but the staff is now seeking primary sources or other information on this mill that operated from about 1873 into the 20th century. Any known whereabouts of company records, union records, or other primary sources would be greatly appreciated. Info: Harry Klinkhamer, *hklinkhamer@fpdwc.org*; (815) 722-9419.

The **Kentucky Old Mill Association (KOMA)** invites SIA members to check out its programs and publications. KOMA was formed in 2002 as a chapter of the Society for the Preservation of Old Mills (SPOOM). KOMA initiated a semiannual newsletter, the *Millstone*, which quickly transformed into a quality journal with informative articles, many based on original research, as well as reprints of difficult-to-find or obscure material, and many photographs. Recent articles cover such topics as Shaker mills on Shawnee Run and making a quern gristmill. KOMA holds two events per year: the Grist Mill & Old Engine Weekend in the spring and a field trip to a mill or mill-related activity in the fall. The organization's headquarters are at the Red River Historic Society & Museum in Clay City. The museum's holdings include the largest collection of millstones and mill-related equipment in the state. KOMA seeks to expand its membership. Basic membership includes the *Millstone* and is a bargain at $10/yr. Info or to join: KOMA, Box 517, Clay City, KY 40312.

Historic Canal a Security Threat? Anti-terrorism bureaucracy ran amuck at the National Canal Museum in Easton, Pa., earlier this year. According to federal officials, museum employees who interpret canal life and dress in 19th-century clothing while leading mules in Hugh Moore Park (tour site—2002 Fall Tour, Lehigh Valley) are required to carry—and pay $100 each for—official credentials from the Transportation Security Administration. These are the same mariners' credentials required of operators of vessels entering American ports. U.S. Representative Charlie Dent has ridiculed the TSA's demands in Congressional hearings asking whether the mules needed credentials too.—*The [Allentown] Morning Call (Mar. 2, 2009)*

New Digital Collections at Hagley. The Hagley Library (Wilmington, Del.) has recently placed three collections of IA interest on the Web. The **Lammot du Pont Aeronautical Collection** covers the history of flight from the first balloon flights in 1783 through the 1940s. More than 400 images have been digitized so far including those of balloon races, the around-the-world flight of the *Graf Zeppelin*, and bomber and fighter planes. **Hagley Research Reports on the History of the Brandywine Valley** is a selection of 46 reports produced by Hagley staff and scholars beginning in 1953 for the purpose of developing the museum's exhibits and interpretive programs. The reports cover the industrial development of the Brandywine River Valley and surrounding area, with a particular focus on the early history of the DuPont Company. [Many of the reports were written by current and former SIA members.] The **Lukens Steel Company Collection** contains almost 900 images of the Coatesville, Pa.-based manufacturer famous for rolling iron and steel plate, as well as being run by Rebecca Lukens in the mid-19th century, in its time a rare example of a woman-owned and -operated industry (tour site –2005 SIA Fall Tour, Wilmington, Del.). Images include woodcuts showing the early history of the rolling mill and photographs of the interior and exterior of buildings, machinery, employees at work and leisure, and 20th-century aerial views. Info: *www.hagley.org*. ■

IA ON THE WEB

American Rosie the Riveter Assn. (*www.rootsweb.ancestry.com/~usarra*). Dedicated to women who took on male-dominated jobs during WWII.

Gutta Percha Co. (*www.atlantic-cable.com/article/gutta-percha/index.com*). History of the firm established in 1845 to manufacture insulation for submarine telegraph cables. Gutta percha is the gum from a tree native to Malaysia. It was also used to fabricate a wide variety of decorative and useful items from figurines to industrial belts.

Hamilton Mill Village (*www.nklibrary.org/mill/index.html*). An on-line tour and history of the textile mill village in N. Kingstown, R.I.

Internet Craftsmanship Museum (*www.craftsmanshipmuseum.org*). Photographs of model and miniature tools, engines, vehicles, and much more.

Merritt Parkway (*www.past-inc.org/historic-bridges/merrittpkwybridges.html*). History of the Connecticut parkway. Includes preview of new video documentary, *The Road Taken*, charting history and efforts to preserve.

Wrenching News (*www.wrenchingnews.com*). News, history, photos, catalogues, and more on collectible wrenches for a variety of farm and industrial uses.

"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. ■

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CONFERENCES & WORKSHOPS

29th Annual Drew Symposium on Industrial Archeology in the New York-New Jersey Area. The Roebling Chapter of the SIA is soliciting illustrated presentations for the symposium to be held on Sat., Nov. 7, 2009, at the Hall of Sciences, Drew University, Madison, N.J., from 9:30 am to 5:00 pm. The organizers are seeking presentations that focus on the historic industrial resources in the metropolitan New York-New Jersey area, but are also happy to consider topics beyond the region. Presentations typically last 25 minutes and are heavily illustrated. Info: Tom Flagg, *tflagg@suny-opt.edu* or Allison Rachleff, *Allison.rachleff@earthlink.net*.

The **National Preservation Institute** (NPI) offers a series of workshops for those engaged in the management, preservation, and stewardship of cultural heritage sites. Seminars, which are offered at venues throughout the U.S., highlight state-of-the-art practice for professionals responsible for preservation, protection, and interpretation of historical, archeological, architectural, and cultural resources. Case studies and small-group exercises focus on the information, technology, and skills that effective managers need in today's challenging preservation environment. Info: *www.npi.org*. ■

CALENDAR

2009

***Aug. 10-16*: Steam on the Range: National Railway 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. 10-11*: 27th Annual Friends of the East Broad Top RR Reunion, Robertsdale, PA.** Info: *www.febt.org*.

***Oct. 13-16*: SIA FALL TOUR, ROSENDALE, NY**. Info: *www.sia-web.org*. See article in this issue.

***Oct. 15-18*: Society for American City and Regional Planning History Annual Conference, Oakland, CA**. Architecture, planning, and landscape design. Info: *www.dep.ufl.edu/sacrph*.

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

***Oct. 21-24*: Industrial Strength: Conserving Canada's Industrial Heritage, Hamilton, ON**. Sponsored by Parks Canada. *www.industrialstrengthconference.ca*.

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

***Nov. 2-6*: Assn. for Preservation Technology Annual Conference, Los Angeles, CA**. Info: *www.apti.org*.

***Nov. 5-8*: Energy & Innovation: Int'l Conference on the History of Transport, Traffic and Mobility, Lucerne, Switzerland**. Sponsored by the Swiss Museum of Transport. Info: *www.t2m.org*.

***Nov. 7*: 29th ANNUAL DREW SYMPOSIUM ON INDUSTRIAL ARCHEOLOGY IN THE NEW YORK-NEW JERSEY AREA, DREW UNIVERSITY, MADISON, NJ**. Papers requested. See article above. Info: *tflagg@sunyopt.edu*.