



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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IA IN SOUTHERN INDIANA SIA'S 2014 FALL TOUR

From October 5 to 8, more than 80 SIA members gathered in Madison for the annual Fall Tour. This was the SIA's second visit to southern Indiana; the first was 20 years ago when Madison was host to the 1994 Fall Tour. While a handful of this year's attendees had been on the prior tour, most experienced the charm of this wonderfully preserved Ohio River town for the first time, captivated by its historic architecture and rich history. Almost the entire downtown of Madison, more than 1,600 buildings along a 2-mile stretch of the Ohio, was designated a National Historic Landmark in 2006. Many of the buildings date to the antebellum period (1830s to 1850s) when Madison was an important river port and transshipment point; slaughterhouses, flour and feed mills, iron foundries, saddletree factories, and many other industries thrived.

Sunday evening's opening reception was held at the **Shrewsbury-Windle House**, a magnificent Greek Revival

manse built in 1849 by local architect Francis Constigan for industrialist Charles Lewis Shrewsbury. The opulent interiors with plaster mouldings, fine woodwork, and marble mantels attest to the wealth accumulated by Shrewsbury from his slaughterhouse and flour mill. The house is owned and maintained by Historic Madison, Inc., (HMI) which since 1960 has led an impressive community-based historic preservation effort. HMI co-sponsored both the 1994 and 2014 SIA tours. HMI Executive Director John Staicer worked closely with former SIA Director Bill McNiece to organize both tours. The reception was followed by dinner at the **Broadway Tavern & Livery Stable**, established in 1834 and billed as the oldest tavern in Indiana. The banquet hall is in a former livery next to the tavern. Dinner concluded with persimmon pudding, a traditional southern Indiana dessert. Following dinner, John and Bill described the upcoming three days of tours and answered questions.

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John Staicer

Post-hole diggers on the paint line at Seymour Mfg.

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Early on Monday morning, two tour buses arrived at the SIA's hotel, the Clifty Inn in Clifty Falls State Park. The buses ran separate Monday and Tuesday itineraries, but all participants visited the same sites. The inn sits atop a bluff overlooking the Ohio where Clifty Creek cuts a 3-mi.-long, 300-ft. canyon into the bluff. The inn was rebuilt in 2006 on the former site of a rustic inn that of 1924, destroyed by a tornado in 1974. Most guests come to explore the 1,519-acre state park, but SIA members were fascinated by the inn's dominating view of the **Clifty Creek Generating Station** and its three nearly 1,000-ft. stacks on the banks of the Ohio.

Appropriately, **Clifty Creek Generating Station** was the first stop on your reporter's tour. Plant manger Cliff Carnes greeted us. The first order of business was a safety orientation followed by a driving tour of the plant's landfill and coal yard, where fuel arrives by barge from the Illinois Coal Basin. Staff gave an excellent presentation on their efforts to meet or exceed environmental standards at the massive landfill where fly-ash waste is managed. They estimate that over \$1

billion has been invested on environmental upgrades since the plant went on line in 1955. A highlight of the tour was a walk through the boiler house and generating hall, where one of the steam turbines was open to inspection. The station was built to power one customer—the Atomic Energy Commission's gaseous diffusion plant at Piketon, Ohio. The plant's six generating units are rated at 0.217 MW each for a total capacity of 1.3 MW. From the outset, the AEC spared no expense to ensure that the plant was reliable and efficient. Staff spoke glowingly of the high quality of the 60-year-old design. From the start, the plant was fully equipped with redundancies parts so that downtime for maintenance could be kept to a minimum. For much of its life, it has experienced availability in excess of 90 percent, and there is high confidence that it will continue to perform well as it ages.

After traveling the short distance from Clifty Creek to downtown Madison, our next stop was the **Jefferson County Historical Society**. The heritage center consists of an exhibit gallery, a wood caboose, a research library, and a restored 1895 railroad station, which we were invited to explore on our own.

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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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John Reap

Exploded Diesel (1984) by industrial designer Rudolph de Harak, in the Cummins headquarters lobby. De Harak modeled the piece on a page from a parts book. The components were machined and positioned on the wire rods by Cummins employees.

SIA 44th Annual Conference Albany, N.Y.—May 28–31, 2015

This year's SIA conference will be headquartered in Albany, N.Y. during the last weekend in May (the weekend AFTER Memorial Day). The event will follow a familiar sequence with special interest tours and an opening reception/orientation session Thursday, multiple full-day process tours Friday, paper and poster presentations before and after the annual business meeting luncheon Saturday, followed by a banquet in the evening, with additional tours of industrial and engineering sites on Sunday. Saturday's sessions will include the 24th Historic Bridge Symposium, organized in conjunction with the Historic Bridge Foundation.

Established as a Dutch fur trading post in 1614 near the head of tidal navigation on the Hudson River estuary, about 135 miles north of New York Harbor, and chartered in 1686, Albany is the oldest continuously chartered city in the country. It has been capital of New York State since 1797. While many dismiss the city as the domain of shady politicians and plodding bureaucrats, Albany and its surrounding region at the confluence of the Hudson and Mohawk rivers has a rich history of manufacturing and engineering that remains vital today.

Transportation has always been one of the area's defining characteristics—river navigation, canals, railroads, and highways provided employment in their own right and carried bulk raw materials to and finished products from the region's manufacturers. Robert Fulton initiated regularly scheduled steamboat transportation between Albany and New York City in 1807. When it opened in 1825, the Erie Canal connected the Atlantic Ocean with the upper Great Lakes and the interior of North America while the Champlain Canal opened a new route into eastern Canada. The two came together at Cohoes and found their outlet to the sea at Albany. New York's canal system was enormously successful and was enlarged several times during the ensuing century to accommodate more traffic and larger vessels. The latest version was completed in 1918 and remains in service today.

New York's first railroad, the Mohawk & Hudson, opened between Albany and Schenectady in 1831, cutting passenger travel time from a full day by canal to less than an hour by train. In 1853, ten railroads between Albany and Buffalo were consolidated to form the New York Central. A swing-bridge over the Hudson at Albany, completed in 1866, provided a connection to the Hudson River RR and the Boston & Albany on the east shore. Meanwhile, the Delaware & Hudson established a rail connection between Pennsylvania's anthracite coal fields and Albany, and northward to Montreal. By the end of the 19th century, the New York Central was Albany's largest single employer, with vast stockyards, locomotive and car shops on the west side of town, freight yards south of the city, and passenger facilities along the riverfront.

Friday and Sunday tours will explore new and old transportation infrastructure, traditional industries, and some of their high-tech successors.

Friday process tour highlights include a boat trip through the five-lock Waterford Flight (completed 1915, for many years the highest lift in the shortest distance in the world, and now an ASCE Landmark) and a tour of the Waterford Shops, where lock gates and valves are built and repaired, and the adjacent dry dock where tugboats, dredges, and other vessels of the "New York Navy" are serviced. We will also visit Amtrak's shops in Rensselaer, a successor to the NY Central's West Albany shops, where locomotives and cars operating between New York City and Toronto are serviced and overhauled; the Port of Albany, where grain and heavy machinery are exported and pulp, palm oil, and cocoa beans are unloaded; Scarano Boat Building, which produces historic replica vessels, excursion boats, and passenger ferries;

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Postcard depicting the first 16-in. gun produced at the Watervliet Arsenal, N.Y., c. 1905



Pouring iron at Rathbone & Sard foundry, Albany, N.Y., c. 1911.

The transportation exhibits were of particular IA interest with informative displays of artifacts related to steamboats and railroads. One of the galleries included an extensive display on the nearby **Madison & Indianapolis RR Incline**. The railroad began operating on this 7,000-ft.-long grade of 5.89% in 1841, connecting the bluffs overlooking Madison and the banks of the Ohio. Lacking a locomotive powerful enough for the incline, horses pulled cars one at a time until 1848 when a cog system was installed. This was replaced twenty years later by a 56-ton locomotive powerful enough to push and brake cars up and down the grade. Throughout the remainder of the day, our bus crossed the incline several times, offering views of the steep grade and cuts.

Next on the itinerary was **Royer Industries**, one of the few active manufacturers remaining in downtown Madison. Royer specializes in injection-molded plastic pieces such as beverage stirrers, meat markers, food picks, name badges, cake decorations, and cosmetic applicators. Royer was founded in 1970 in Hamilton, Ohio, by Roger Royer and Dean Long under the name of Gadgeteria, Inc. Madison Plastics bought the company in 1976 and moved it to Madison; a year later Royer purchased the company back, re-establishing it as Royer Corp. In 1998, Royer moved into its current facility, a former shoe factory in Madison's historic district. Our tour, led by plant management, featured injection-molding

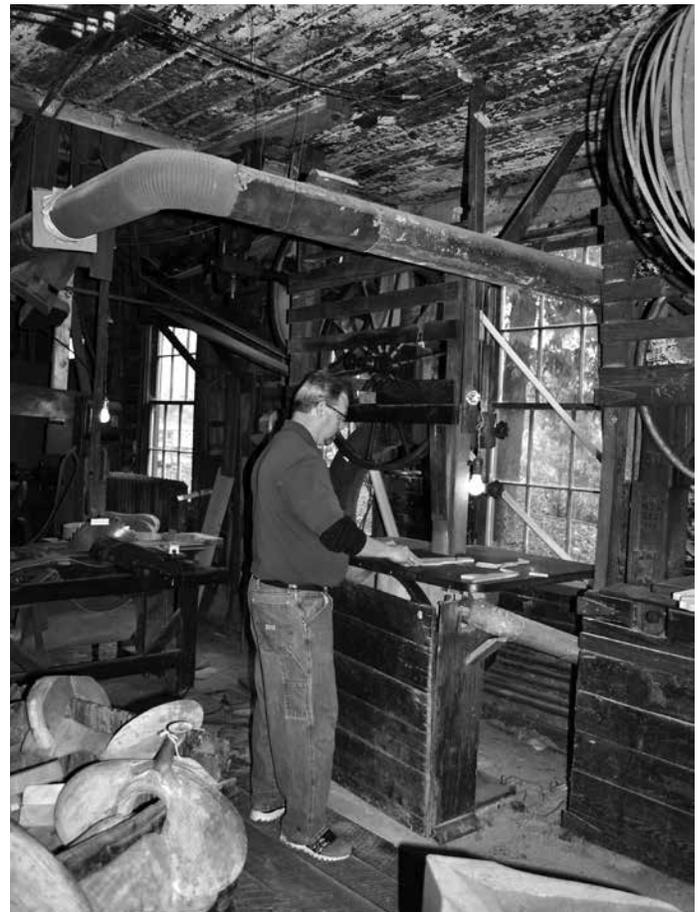
presses turning out a variety of shapes and colors of product. Royer uses hot stamping presses to custom decorate products with foil and film. We also watched several types of screen, pad, and digital printers. Royer prides itself in being able to create virtually any size, shape, and color of product on short order using in-house designers. The company currently molds and decorates some 300 million items annually, much of it for casinos, Disney, and major restaurant and hotel chains. Some of the pieces produced are fun and whimsical, and a few souvenirs of our visit were handed out.

Not far from Royer is the **Schroeder Saddletree Factory**. Started in 1878 by John Benedict (Ben) Schroeder, a German immigrant, the saddletree factory operated until 1972. Over nearly a century of operation, the factory turned out tens of thousands of wooden frames for saddle makers throughout the U.S. and Latin America. Now preserved as a museum by HMI, the complex features a woodworking shop, boiler room and engine shed, sawmill, blacksmith shop, and family residence. We were served a box lunch in the house, and then invited to explore the site. The factory retains the spatial organization, machines, tools, and smells (sawdust and grease) of a late-19th-century work place frozen in time. When the SIA last visited the site in 1994, it was in dilapidated condition and some questioned the feasibility of conservation. John Bowie and Bob Yuill (both SIA) led the rehabilitation effort from



Patrick Harsbarger all photos

Schroeder Saddletree Factory.



Demonstrating an 1882 Dietz, Woermann & Co. bandsaw.

1999 to 2002 with much of the funding through a grant of federal transportation enhancement (TEA) funds. The project received numerous awards and commendations, placing the saddletree factory on the nation's premiere list of industrial heritage sites open to the public. HMI is slowly building up the number of demonstrations, and we were able to observe an operating 1882 Dietz, Woermann & Co. bandsaw, one of the oldest operable bandsaws in the U.S.

Rain clouds lifted in the early afternoon just in time for a rail excursion on the **Madison RR**. This 25-mile short line runs between Madison and North Vernon, where it interchanges with CSX. It is owned by the City of Madison, which purchased it from the bankrupt Penn Central in 1981 to maintain rail service to the community. The route of the line traces its origins to the 1840s. The Madison RR's freight operations consist mainly of polyethylene, steel coils, and metal scrap. It also does an extensive business in railcar storage, making use of 17 miles of track in the former Jefferson Proving Grounds. The WWII-era munitions testing grounds were decommissioned in 1995 and now offer Madison a largely undeveloped 3,400-acre tract for use as an industrial park. After driving through the grounds, our bus met the Madison RR's Locomotive No. 3634, a 1954 General Motors, Electro-Motive Division Model GP 10, on the main line just outside the grounds. By lottery, two lucky SIA members rode in the cab with the engineer, while the rest of us clambered aboard a vintage 1954 Pullman car, built for the Southern Pacific, or into a former Canadian National caboose. We then enjoyed an 8-mile excursion across the southern Indiana countryside near peak autumn color. Returning to the starting point, our bus then delivered us to the Madison RR's headquarters in the railroad maintenance and repair shop of the proving grounds. There we had a chance to watch a video about the railroad, chat with staff, and view the rolling stock. We were also given several souvenirs, including a glass-crystal locomotive ornament.



Madison RR's headquarters are in the maintenance shop of the former Jefferson Proving Grounds.

Monday's final stop was the **Walnut Street Fire Hall**, built in 1874 and lovingly restored by Bruce Anderson and adaptively reused as a museum by its current owner, Frank Taff. Dressed in period costume, Frank greeted our group, offered refreshments, and gave a presentation on Madison's six all-volunteer fire companies, most with lineages dating to the 19th century. One, the Fair Play Fire Co. #1, is considered the oldest volunteer fire company in Indiana. In addition to an extensive knowledge of Madison's fire-company history, Frank has an amazing collection of firefighting tools and equipment, including an 1880s Seagrave Hook and Ladder Truck on display in the fire hall.

On Tuesday, our bus headed out from the inn early in the morning to make its way the 40 or 50 miles northwest of Madison to Jackson and Bartholomew counties in south central Indiana. We were not up as early as the chickens, though, as we soon were to find out at **Rose Acre Farms** near the town of Cortland. Here we were able to observe the highly scientific and efficient mass-processing of eggs. Rose Acres began in the 1930s as a family farm owned by David Rust. The business gradually expanded to sell eggs to local produce markets and groceries in the 1940s and 1950s, and then into

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The Monday tour group fits within the service opening at the base of the gigantic stack at the Clifty Creek Generating Station.



The Pennsylvania RR's Madison Station of 1895 features an unusual 2-story octagonal plan. It has been restored and now houses railroad exhibits.

a regional supplier in the 1960s to 1980s. Today, it is the second-largest egg producer in the U.S. with 17 facilities in the Midwest and Southeast. The Cortland facility, known as Cort Acres, houses about 3 million hens that produce about 2.1 million eggs per day. For health and safety reasons, we were not allowed to visit the hens, but plant managers gave an excellent explanation of the company's breeding program and the way scientific feeding and interior lighting is used to start the hens laying beginning at about 4 am. Each hen house shelters a cohort of about 110,000 hens hatched at about the same time and expected to produce eggs from 2 to 3 years. Each cohort has a staggered light-determined starting time for egg laying to promote plant efficiency. By about noon, the daily quota of eggs has been completely processed from hen to package, ready for delivery to retail grocers.

We were given a walking tour of a modern one-story building complex where eggs are cleaned, inspected, graded, and packaged. It is a highly automated operation with conveyors, elevators, scanners, and packagers, digitally controlled, with hardly a human hand touching the eggs prior to loading onto semi-trucks for delivery to regional supermarkets. We were shown an industrial-scale egg-breaking machine used in the production of liquid-egg products, which uses eggs that are cracked or otherwise unsalable as whole eggs. Plant managers were very candid about animal rights; they explained their policy of treating the hens as humanely as possible, especially since each cohort is a substantial investment. There are some nasty hen facts-of-life, including the way the cohorts establish an internal pecking order, as well as trade-offs made to keep productivity high and egg prices affordable. Probably none of us on this tour will ever again look at a dozen eggs the same way.

After Rose Acre Farms, we drove a short distance to the town of Seymour and the rambling brick and concrete-block factory complex of the **Seymour Manufacturing Co.** Established in 1872, Seymour originally made wagon-wheel spokes but by the turn of the century had branched into garden hand tools. Today, the company, in partnership with

its sister operation, Seymour Midwest in Warsaw, Ind., continues to make a highly diverse line of shovels, rakes, scythes, post-hole diggers, and hammering tools on the site of the former spoke works. The tools, known for their high quality, are marketed and sold worldwide. Many of the low-volume hand tools are produced only a few hundred units at a time since demand is low, say, for a specialty post-hole digger favored by a utility company. The company stamps many of its own parts, while other metal parts are stamped or cast elsewhere, but Seymour continues to make its hardwood handles in Seymour and in its Tennessee operations. The firm has a lumberyard and sawmill where logs are debarked and cut into planks. We observed work areas where handles are turned, kiln-dried, and varnished prior to assembly. Much of the assembly work is done by hand since there is no incentive to mechanize such small-batch work. Following our tour, Seymour managers graciously allowed us to use their lunchroom so that we could enjoy a catered barbeque. The meal was originally planned for a nearby city park but it was raining.

After lunch, the tour traveled about 30 minutes to Columbus, famous as the headquarters of diesel-engine manufacturer Cummins, Inc. Our itinerary was originally to include a tour of the mid-size engine plant, but Cummins canceled this tour unexpectedly a few days before our visit. As a substitute, some SIA participants visited the **Advanced Manufacturing Center (AMC)** while others opted for an architectural walking tour of Columbus. The AMC is a training facility shared by Indiana University-Purdue University at Columbus, Ivy Technical College, and Purdue College of Technology. Staff gave our group a tour of the labs and classrooms where students learn high-tech skills in computerized numerical control machine tools, robotics, and mechanical engineering simulation software. The architectural tour was self-guided using brochures provided by the Architectural Program of the Cummins Foundation. For a city with a population of only 44,000, Columbus is unique in having more than 50 public buildings designed by world-renowned



Patrick Hansberger

Hose reels outside the Walnut Street Fire Hall.



Cummins Corporate Headquarters, an exhibit of engines.



Markland Locks and Dam.

architects such as Eliel and Eero Saarinen, I. M. Pei, Robert Venturi, Cesar Pelli, and Richard Meier. J. Irwin Miller, long-time Cummins chairman, had a passion for modern architecture and established the foundation in 1957 to pay the architectural consulting fees. The visit to Columbus concluded with the **Cummins Corporate Headquarters** where about a half dozen company managers offered a guided tour of the lobby and its exhibit of Cummins engines and history. A highlight was a suspended, exploded view of a diesel engine. We were impressed with the staff's depth of historical knowledge about the company, as well as their passion for making engines. The exhibit gave us an appreciation for the contributions of company founders Clessie Cummins and H.L. Knudsen and their small crew, who were responsible for the pioneering phase of the automotive diesel engine in the U.S.

Tuesday evening culminated with a buffet fried-fish dinner back at the Clifty Inn. The guest speaker was Larry (Red Dog) Collins, Project Supervisor for Michael Baker Jr., Inc. engineers. His topic was construction of the new **Milton-Madison Bridge** over the Ohio for the Indiana Dept. of Transportation and the Kentucky Transportation Cabinet.



The sawmill at Seymour Mfg.

Larry gave an entertaining overview, impressing us with the depth of his knowledge of and enthusiasm for the bridges, past and present. The first Milton-Madison Bridge, a long-span cantilever through truss, was built in 1928-29. The new bridge, completed in 2014, is a truss with a similar profile, in part to minimize the bridge's impact on Madison's historic setting. Baker built the new bridge on temporary piers parallel to the old bridge, and then following demolition of the old truss slid the nearly half-mile-long new bridge onto the old bridge's piers. An unusual aspect of the project was the need to keep a bridge in service throughout construction. The crossing was closed to traffic for only seven days (www.miltonmadisonbridge.com).

On Wednesday, the conference organizers offered an optional tour about 60 miles upriver of Madison to Lawrenceburg. There we had special permission to visit the **MGP Distillery**, known historically as the Seagram Lawrenceburg Plant. This is an industrial-scale distillery of straight rye and Bourbon whiskeys, which are bottled elsewhere and sold under various brand names. The distillery is physically impressive with its multi-story, brick-faced buildings, mostly warehouses for tens

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The steamboat-influenced style of Hillforest, 1855, in Aurora, Ind.



Clifty Creek Generating Station, the view from the Clifty Inn.

Barge Canal Listed on the National Register

The National Park Service (NPS) has listed the New York State (NYS) Barge Canal, a featured tour site of the SIA's 44th Annual Conference (May 28-31, 2015), on the National Register of Historic Places. The designation recognizes the system as a nationally significant work of early 20th-century engineering and construction that affected transportation and maritime commerce for nearly half a century. Duncan Hay [SIA] worked on the extensively researched nomination, and it stands as a model for nominating transportation corridors to the National Register with excellent description, narrative, maps, and photographs.

The NYS Barge Canal Historic District is remarkable in its scope and historical integrity. It spans 450 miles and includes the four branches of the state's canal system—the Erie, Champlain, Oswego, and Cayuga-Seneca canals—all much enlarged versions of waterways that were initially constructed during the 1820s. The nomination evaluated 791 features and included 552 contributing structures and buildings.

On Oct. 22, Congressman Paul Tonko and a representative from Senator Kirsten Gillibrand's office joined leaders



The “deep cut” of the NYS Barge Canal at Waterford, then (top) and now.



NYS Barge Canal drydock and shops in Waterford.



The Waterford flight of locks (Nos. 4-6), c. 1917.

from the NPS, Erie Canalway National Heritage Corridor, NYS Canal Corporation, and NYS Office of Parks, Recreation and Historic Preservation (OPRHP) at the eastern gateway to the Erie Canal in Waterford to announce and celebrate the designation. The SIA will be visiting the locks at Waterford and other historic features of the canal during the Annual Conference.

Built between 1905 and 1918, the barge canal is the direct descendent of the Erie Canal and a network of connecting waterways that have been in continuous operation since 1825, playing a pivotal role in the growth and development of the U.S. Today, the canal system continues to allow commercial and pleasure vessels to pass between the Atlantic Ocean and the Great Lakes.

Established by Congress in 2000, the Erie Canalway National Heritage Corridor encompasses the Erie, Cayuga-Seneca, Oswego, and Champlain canals and their historic alignments, as well as more than 230 canal communities. For historic background on the Erie Canalway, the NYS Barge Canal, and links to the nomination: www.eriecanalway.org.

NYS Canals Press Release (Oct. 22, 2014)

ANNUAL CONFERENCE (continued from page 3)

and Mohawk Paper Mills. “New-tech” tours include Applied Robotics, a manufacturer of gripping devices and controls for industrial robots; Environment-One, which produces air sampling instruments and innovative sewage pumps; Plug Power, a manufacturer of hydrogen fuel cells; and SUNY’s new R&D facility at the College of Nanoscale Science and Engineering. Bridge enthusiasts will be able to visit a number of historic spans and see sections of the new Tappan Zee Bridge being assembled and loaded on barges at the Port of Coeymans before being shipped downriver for installation.

[Sadly, we won’t be able to take everyone to every site but are working hard to build an interesting mix into each bus’s itinerary.]

Sunday tours will include a pilgrimage to the gasholder house, inspiration for the SIA logo, along with other sites associated with Troy’s rich history of iron making, collar and cuff manufacture, and precision instrument production; a trip to the very edge of Cohoes Falls (second largest waterfall in the east after Niagara); and a walk through Harmony Mills (NHL) and the water-powered district that grew below those falls.

There will also be some small pre-conference tours of interesting manufacturers that cannot accommodate a full bus-load of visitors and suggestions for interesting out-of-

the-way IA things you can do on your own on your way to or from Albany.

The Albany Hilton hotel is this year’s conference headquarters. It is located downtown, two blocks from the state capitol building, with restaurants and interesting architecture nearby. The hotel offers a free shuttle from Albany Airport and the Albany-Rensselaer Amtrak station. The SIA conference rate is \$142 /night (plus tax) with \$5 /day parking. Contact the Albany Hilton directly for reservations at 800-445-8667, 518-462-6611, or www.hiltonalbany.com and mention the group rate code 4SFIA.

Conference and tour details will appear on the SIA website and an announcement will be mailed to members by late March. The Society encourages on-line registration and will offer a discount to those who signup and pay through the SIA website.

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 offset some of the expenses of attending annual conferences. To apply, send a letter of interest demonstrating a commitment to IA and a letter of reference to Maryellen Russo, SIA Scholarships, 5 Lakeway Centre Court, Ste. 200, Austin, TX 78734; mrusso@blantonassociates.com. Deadline for applications is Mar. 31, 2015. ■

SIA Slate of Candidates—2015

The Nominations Committee is pleased to present the following *draft* slate of candidates for the 2015 election:

Director (3-year term) Vote for two	Marc Belanger Joe Seely Steve Walton Paul White
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Nominations Committee (3-year term) Vote for one	Fred Sutherland Bill Vermes
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TICCIH Representative (3-year term) Vote for one	Bode Morin
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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 2015 calendar year) and delivered to the Nominations Committee chair at the address below no later than **Apr. 15, 2015**. Candidates must have given their consent to be nominated and must

also be SIA 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 2015 calendar year in order to vote.

The current Nominations Committee includes Susan Appel (chair), Lynn Rakos, Anna Lee Presley, and Duncan Hay (*ex officio*). Please direct all nominations and other correspondence to: SIA Nominations Committee, c/o Susan Appel, 307 N. Garfield Ave., Champaign, IL 61821, (217) 351-9059; s.appel@att.net. ■

MEMBERSHIP RENEWALS

Membership renewal notices for 2015 were sent to all members in Nov. 2014. Please remember to renew your membership! We have much to look forward to in 2015 including the Annual Conference in Albany, N.Y. and the Fall Tour in Great Falls, Mont. Your annual dues support the publication of newsletters, journals, and the general operations of the SIA. Membership renewals may be made on-line at www.sia-web.org or by calling SIA Headquarters at (906) 487-1889.

of thousands of oak barrels. The plant's master distiller led a tour of the fermenters and stills. The distillery traces its origins to the Rossville Union Distillery of 1847, but most of the physical plant dates after the end of Prohibition in 1933, when Joseph E. Seagram & Sons of Canada purchased and re-opened it. In 2000, Seagram went out of business, and the Lawrenceburg plant, after changing hands several times, was eventually purchased in 2006 by MGP, a grain products company based in Kansas.

After the distillery, our tour headed downriver, stopping first at the **George Street Bridge** over Hogan Creek in Aurora. This pin-connected Whipple truss was constructed in 1887 by the Lomas Forge & Bridge Works of Cincinnati. We then stopped at **Hillforest**, a historic house museum interpreting the family life of industrialist and financier Thomas Gaff (1808-1884), a Scottish immigrant who made his first fortune as a brewer and distiller. He eventually branched out to invest in steamboats, foundries, machine works, mines, and southern plantations. Hillforest's steamboat-influenced style is reflected in its circular porches and colonnades, curved doors and windows, and a circular rooftop belvedere that resembles a pilot house. At Hillforest, we were greeted by costumed guides who led small groups through the house. Continuing downstream from Aurora, our next stop was the **Laughery Creek Bridge**, built in 1878 by the Wrought Iron Bridge Co. of Canton, Ohio. It is the only known surviving example of a triple-intersection Pratt through truss in the U.S. It also has the distinction of being the oldest metal-truss bridge in Indiana. Early in the afternoon, we made a brief foray into Kentucky, crossing the Ohio at **Markland Locks and Dam**. Following a picnic lunch at a U.S. Army Corps of Engineers-maintained park, we climbed an observation tower to observe the lock in operation as a small motorboat locked downstream. The main lock measures 110 ft. wide by 1,200 ft. long with a lift of 35 ft.; a second auxiliary lock is only 600 ft. long. The concrete dam features twelve 100-ft. tainter gates, and at the Indiana end of the dam is an 81MW hydroelectric plant operated under lease by Duke Energy. The facility was built from 1956 to 1963, replacing five outmoded locks upstream. The Markland Dam and Locks were a fitting end to a lovely autumn afternoon as we headed back to Madison.

The SIA offers thanks to the many industries and historic sites that made for a memorable fall tour to southern Indiana. Special thanks go to organizers Bill McNiece, John Staicer, and Rhonda Deeg. Much of the information for this report was drawn from an informative guidebook prepared by the organizers.

Patrick Harshbarger with contributions from John Reap



Patrick Harshbarger

Laughery Creek Bridge, 1878, built by the Wrought Iron Bridge Co.

CONFERENCES & WORKSHOPS

The **6th International Early Railways Conference** will be held June 16-19, 2016 at Newcastle-upon-Tyne, England. Researchers into the history and archeology of early railways (defined as those which were pre-mainline in concept if not necessarily in date) who would like to present their findings are invited to indicate their intention to the organizing committee by the end of May 2015. A 300-word synopsis should be submitted for consideration by the end of Sept. 2015. The standard

length of papers is 30 minutes, with shorter presentations and papers welcome. Proposals for papers, which are encouraged on such topics as economic, business, and social history as well as on technical subjects, should be sent to: early.railways.conference@gmail.com. As before, it is intended to publish proceedings. Sponsored by the National Railway Museum, Newcomen Society, Beamish Museum, and the Railway & Canal Historical Society. Info: www.earlyrailways.org.uk. ■



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

PUBLICATIONS OF INTEREST

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COMPILED BY

Mary Habstritt, New York, NY., Justin M. Spivey, East Windsor, N.J., and Patrick Harshbarger, SIAN editor, Wilmington, Del.

GENERAL INTEREST

- ◆ Ben Benton. **Tracy City Time Warp: The Stuff Sam Werner Left Behind Is a Museum Just Waiting to Happen.** *Chattanooga (Tenn.) Times Free Press*, (Sept. 8, 2014). In the 1930s, Sam "Bud" Werner III inherited his family's sawmill and coal mines in Tracy City, Tenn. He went on to collect fields full of rusty military, coal mining, and construction equipment, even turning a narrow-gauge steam railroad that had served the sawmill and mines into a kind of excursion train winding through the vehicle graveyard. Werner died in 2011, and his executor is planning to open a museum.
- ◆ Brian Hayes. **Infrastructure: A Guide to the Industrial Landscape (Revised and Updated).** W.W. Norton & Co., 2014. 568 pp., photos. \$35. New version of the 2005 edition includes photo documentation of fracking sites and the Internet's physical infrastructure. Rev.: *WSJ* (Nov. 28, 2014), p. D7.
- ◆ **IA News**, No. 171 (Winter 2014) includes a brief review of the AIA's 2014 Annual Conference in Chester and briefs on the following topics: Henry Gunston, *Magadi Soda Company (Kenya)*; Wendy Freer, *Country House Comfort and Convenience* (electric generation, gas lighting, and other conveniences in the Victorian era); Alan Burkitt-Gray, *Campaign to Save Enderby House* (the Atlantic Telegraph Co. occupied Enderby House in 1856 and has been making undersea cables there ever since); David de Haan, *Risk, Opportunities and Issues for the Iron Bridge* (coping with a history of deck failure); Vaughan Pomeroy, *Industrial Archaeology in North Norway* (transportation, mines, fish oil distillery, harbors and other IA north of the Arctic Circle); and a round-up of other IA news from around the U.K. Info: www.industrial-archaeology.org.
- ◆ **The Innovations Issue.** *NYT Magazine* (Nov. 10, 2014). This special issue focuses on how failure often leads to better solutions or products. Multiple sidebars feature individual failures from the longbow to the videophone.
- ◆ Marilyn Johnson. **Lives in Ruins: Archaeologists and the Seductive Lure of Human Rubble.** Harper, 2014. 288 pp. \$25.99. Profiles working archeologists, examining what they do and why, and why the general public should care. The author enrolled in field school and dug and drank alongside her subjects.
- ◆ Patrick J. Jung and Carma M. Stahnke. **Erich Mercker and Technical Subjects: A Landscape and Industrial Artist in Twentieth-Century Germany.** Milwaukee School of Engineering Pr. (www.msoe.edu), 2014. 130 b&w & color illus.

\$39. First full-length biography of Mercker, who specialized in industrial subjects and produced more than 3,000 paintings during the course of his career. The Grohmann Museum in Milwaukee (reception site—2005 Annual Conference) has the world's largest collection of his work.

COMMUNICATIONS

- ◆ Nathan Heller. **California Screaming.** *The New Yorker* (July 7 & 14, 2014), pp. 46-53. In spite of the technology industry's contributions to the tax base and philanthropic efforts in the San Francisco Bay Area, it remains the subject of protests over gentrification and income inequality.
- ◆ Nick Paumgarten. **We Are a Camera: Experience and Memory in the Age of GoPro.** *The New Yorker* (Sept. 22, 2014), pp. 44-52. Developed between 2002 and 2004, this waterproof, compact digital camera has transformed extreme sports and social media.
- ◆ Alec Wilkinson. **A Voice from the Past.** *The New Yorker* (May 19, 2014), pp. 50-57. Carl Haber, an experimental physicist at Lawrence Berkeley Laboratory, has helped reconstruct sounds recorded on fragile media such as wax cylinders using a method that optically scans the shapes of grooves instead of touching them with a stylus.

LUMBER & PAPER

- ◆ Simon Barley. **British Saws & Saw Makers from 1660.** Choir Pr., 2014. 729 pp., illus. An essential reference book on how saws were made, the centers of manufacturing, and the way saw design, the handles, and the fixings of handles changed over time; and a directory with detailed descriptions of the 2,000 makers and dealers, with over 1,400 illustrations of maker's marks. Available from online booksellers or direct from the author at \$65.00 U.S., check, BACS or Paypal, including packing and postage. Contact: Simon Barley at: Stafford Croft, Brookside, Bradwell, Hope Valley S33 9HF, England; barleys@mac.com.
- ◆ Jess Bidgood. **A Paper Mill Goes Quiet, and the Community It Built Gropes for a Way Forward.** *NYT* (Aug. 3, 2014). Millinocket, Maine is struggling to cope with the closure of one of the country's largest paper mills, which employed up to 5,000 in the 1970s and 1980s.
- ◆ Clifford Davis. **A Trip Down Memory Lane to North Florida's Turpentine Days and Turpentine and Prisons:**

The Dark Legacy of a Prominent Baker County Family. *Florida Times Union* (Aug. 14 and Sept. 9, 2014). The first article features first-hand recollections of hard times in the local turpentine camps up until the 1960s. The second focuses on Knabb Turpentine, owned by T. J. Knabb, particularly a 1923 investigation that revealed brutal treatment of convicts “leased” to the company for work in the camps.

- ◆ Greg Gordon. **When Money Grew on Trees: A.B. Hammond and the Age of the Timber Baron.** Univ. of Oklahoma Pr., 2014. \$29.95. 482 pp. Traces the career of Andrew Benoni Hammond, from farmer to lumberjack to store clerk to timberman to “octopus” with tentacles in every part of the Northwest economy. Rev.: *WSJ* (June 4, 2014), p. A9.
- ◆ John K. Rule. **The Brown Company: From North Country Sawmill to World-Leading Paper Manufacturer.** *Historical New Hampshire*, Vol. 68, Nos. 1-2 (Fall-Winter 2014), pp. 3-49. From modest beginnings as a single sawmill, the Brown Co. (originally the Berlin Mills Co.) grew to become one of the largest paper manufacturers in the world with its plant extending three miles along the banks of the Androscoggin River from the city of Berlin south to the village of Cascade.

BUILDINGS & STRUCTURES

- ◆ Tracy Campbell. **The Gateway Arch: A Biography.** Yale Univ. Pr., 2013. 217 pp., illus. \$26. The arch’s complex story, part urban renewal, part tourism, and part historic commemoration is explored in this in-depth history. Urban renewal of St. Louis’s waterfront, funded through New Deal programs, paved the way for some sort of monument to the Louisiana Purchase. Eero Saarinen eventually won a design competition for the arch, an engineering marvel, but it did not bring St. Louis’s waterfront back to prosperity. Rev.: *SCA Journal* (Fall 2014), p. 37.
- ◆ **CHS Magazine**, No. 91 (Jan. 2013) includes *Germans, Guns and Gas in South London* (the Royal Laboratory in Woolwich, cast-iron buildings designed by German architect Gottfried Semper in the 1850s, and the Field Gasholder, the only remaining structure from the Battersea Power Station, built in 1930-32); *Researching Scottish Brickwork* (ongoing research by Historic Scotland); and *Hunting for White Bricks* (unsolved mystery of source of white bricks used in the construction of Broadlands House in Hampshire during the 1850s). Info: www.constructionhistory.co.uk.
- ◆ Quentin Collette. **Riveted Connections in Historical Metal Structures (1840-1940). Hot-Driven Rivets: Technology, Design and Experiments.** Ph.D. Dissertation, Vrije Universiteit Brussels, Dept. of Architectural Engineering, June 2014. Includes literature review of historical Belgian patents, handbooks and standards, journal and conference papers, theses and reports, and physical examination of standing structures. Concludes with recommendations for modern-day engineers who are faced with assessments of riveted connections in historic structures. Avail.: <https://app.box.com/PHD-QCollette-2014>.
- ◆ Steve Patterson. **Tax Sale Leaves Historic Jacksonville Fort with New Owner, Uncertain Future.** *Florida Times Union* (Nov. 1, 2014). The remains of Fort Caroline, which overlooked the St. Johns River near Jacksonville, feature gun emplacements dating to the Spanish-American War. The site was unwittingly sold at tax sale to an owner who had no idea of the fort’s remains until he bought the land. Preservationists sued the tax collector and the clerk of courts, who handle tax sales, but the judge confirmed the sale. The new owner

is talking to the National Park Service, which has expressed interest in acquiring the site, but “says he’ll build a house beside the fort if he can’t get a deal quickly.”

- ◆ John T. Sieloff. **The Stonecutters.** *Minnesota History* (Spring 2014), pp. 4-17. Cass Gilbert’s Minnesota state capitol building was completed in 1905, during a time when new technology was changing the centuries-old craft of cutting stone. This article looks at labor politics and the impact of design choices, like the selection of marble over granite on local workers, and traces how the work itself caused injury and death among these artisans.
- ◆ Sean Tubbs. **Beer Run Owners to Open New Restaurant at Coca-Cola Building.** *Charlottesville (N.C.) Tomorrow* (Sept. 10, 2014). Details of adaptive re-use of a Coca-Cola bottling plant, built in 1938. The Art Deco-style building will be transformed into a European-style beer garden with retailers filling out the rest of the space.
- ◆ Sara E. Wermiel [SIA]. **The Minneapolis Lumber Exchange Fire of 1891 and Fire-Resisting Construction.** *Minnesota History* (Fall 2014), pp. 119-128. The Lumber Exchange, Minnesota’s first skyscraper at 10 stories, was built in 1887 using the semi-fireproof or slow-burning construction method and expanded a few years later using fireproof construction. It serves as a case study of these two construction methods, catching fire in 1891 before the addition was completed.

BRIDGES

- ◆ **Covered Bridge Topics**, Vol. 73, No. 1 (Winter 2015) includes photographs and notes on bridges in Guernsey County, Ohio; an unusual roofed railroad trestle in the White Mountains; late variations of the Smith truss; debating which bridge is the longest covered bridge in the U.S. (the usual contenders are the Cornish-Windsor Bridge (Vt.-N.H.) over the Connecticut, the Smolen-Gulf Bridge (northeast Ohio) over the Ashtabula, and the Medora Bridge over the East Fork of the White River (southern Indiana).
- ◆ Thomas B. Hall and John S. Hastings. **Preserving a Landmark.** *CE* (Oct. 2014), pp. 60-67. Spanning the French Broad River in the Cherokee National Forest, Tennessee’s Wolf Creek Bridge was constructed in 1926 and recently underwent a rehabilitation that preserved the original concrete arches but used precast elements to reconstruct the heavily deteriorated cast-in-place concrete deck and spandrel columns.
- ◆ John S. Logan and Emily Smith. **More than a Bridge.** *CE* (Dec. 2014), pp. 60-67. During adaptive reuse of the Centerway Bridge in Corning, N.Y., engineers found that glass slag, presumably from the nearby Corning Glass works, had been used to fill the closed-spandrel concrete arches. The former roadway bridge, built in 1922, was recently converted to a pedestrian and bicycle promenade across the Chemung River.
- ◆ Terry E. Miller and Ronald G. Knapp. **America’s Covered Bridges: Practical Crossings, Nostalgic Icons.** Tuttle Publishing, 2014. 272 pp. \$39.95. Detailed chapters and photo essays on the history, design, and fate of America’s covered bridges, illustrated with some 550 historical and contemporary photos, paintings, and technical drawings of nearly 400 different bridges. Rev.: *NY History Blog* (newyorkhistoryblog.org), Jan. 11, 2015.
- ◆ Jim Talbot. **Crossing the Delaware.** *MSC* (Sept. 2014), pp. 56-58. A recent rehabilitation of the New Hope (Pa.)-Lambertville (N.J.) Bridge across the Delaware included roadway replacement and a wider sidewalk, opening in time for the bridge’s 2014 centennial.

IRON & STEEL

- ◆ Pamela Wood. **At Sparrows Point, Implosion of Blast Furnace Ends One Era, Starts Another.** *Baltimore Sun* (Nov. 24, 2014). Steel workers reflect on the demolition of the 1978 L Blast Furnace, 320-ft.-tall.
- ◆ Geoff Weisenberger. **Full Circle (or Square).** *MSC* (Dec. 2014), pp. 50-56. Independence Tube manufactures hollow structural sections (HSS) by cold-forming and induction-welding a continuous steel strip into a round cross-section, then squaring off the sides for square and rectangular cross-sections; a photo tour of the 1997 Marseilles, Ill., mill, expanded in 2009.
- ◆ Geoff Weisenberger. **Whole Lotta Bolts.** *MSC* (Oct. 2014), pp. 28-35. Photo-illustrated factory tours looks inside St. Louis Screw & Bolt's plant in Madison, Ill. The production line that makes high-strength-steel structural bolts includes machines dating back to the 1930s.

AUTOMOBILES & HIGHWAYS

- ◆ **Backyard Junk Offers Treasure of Vintage Buses.** *The Tennessean* (Oct. 14, 2014). This brief news item notes James Dalton's junkyard of over 50 vintage buses in Baxter. Purchased at auction from locations in Tennessee and Kentucky, most date from the 1940s-70s.
- ◆ Robert Behre. **Not Just Any Dirt Road: Protection Sought for Old King's Highway.** *Charleston (S.C.) Post & Courier* (Aug. 3, 2014). The Old Georgetown Road near McClellanville is a rare portion of the Old King's Highway that survives in something like its original form. Now bypassed by S.C. Route 40, locals successfully listed a 6.6-mile stretch on the National Register in June 2014.
- ◆ John A. Jakle and Keith A. Sculle. **The Garage: Automobility and Building Innovation in America's Early Auto Age.** Univ. of Tenn. Pr., 2013. 170 pp., illus. \$29.95. Explores the commercial and residential garage as a distinct building type, reflecting cultural responses and adaptation to the automobile. Rev.: *SCA Journal* (Fall 2014), p. 36.
- ◆ R. K. Keating. **Wheel Man: Robert M. Keating, Pioneer of Bicycles, Motorcycles and Automobiles.** McFarland & Co., 2014. 404 pp. \$42.95. The career of Keating (not related to

the author) as a developer of the most-advanced lightweight bicycles in America from the early 1890s to about 1915. The Keating Wheel Co. factory was first located in Holyoke, Mass., later moved to a state-of-the-art facility in Middletown, Conn., where Keating made the transition from water-powered to electrified machinery, as well as expanded into motorcycles and automobiles.

- ◆ Steven Parissien. **The Life of the Automobile: The Complete History of the Motor Car.** Thomas Dunne Books/St. Martin's Pr., 2014. \$27.99. 437 pp. Overview of the automobile industry; its dramas, rivalries and infighting, booms and busts. Rev.: *NYT Book Review* (Aug. 17, 2014), p. 20.
- ◆ Christopher W. Wells. **Car Country: An Environmental History.** Univ. of Wash. Pr., 2012. 428 pp., illus. \$40. History of an American landscape and environment that has been shaped by automobiles and highways. The author shows how reformers, engineers, and planners promoted new transportation policies that centralized rural America and decentralized urban America between 1900 and 1960. Rev.: *T&C*, Vol. 54, No. 4 (Oct. 2013), pp. 987-88.
- ◆ Daniel Yergin. **The First War to Run on Oil.** *WSJ* (Aug. 16-17, 2014), p. C3. How WWI began with expectations of cavalry charges but ended with worries about oil supplies as tanks, trucks, motorcycles, and airplanes took over the battlefield.

WATER TRANSPORT

- ◆ Ashley Carse. **Beyond the Big Ditch: Politics, Ecology, and Infrastructure at the Panama Canal.** MIT Pr., 2014. 288 pp., illus. \$35. Traces the water that flows into and out of the canal to explain how global shipping is entangled with Panama's cultural and physical landscapes. Follows container ships through the canal and traces rivers upstream across the populated watershed that feeds the canal to explore the politics of environmental management.
- ◆ Jeff L. Brown. **At Sea Level: The Cape Cod Canal.** *CE* (Nov. 2014), pp. 44-47. Initially constructed with private capital arranged by August P. Belmont, Jr., and opened in 1914, the canal was temporarily seized by the U.S. government in 1918-19, then purchased in 1928. Chief engineer William Barclay Parsons overcame initial doubts to prove that the construction of a sea-level canal was possible despite the different tidal conditions at either end.
- ◆ Hans Exner, Fleming Sørensen, and Nils Bjødstrup. **Bridging the Gap.** *CE* (Sept. 2014), pp. 53-61. Denmark's M/S Maritime Museum, in the port city of Helsingør, recently relocated from the Kronborg castle to a mid-20th-century dry dock. Its new home includes below-grade spaces surrounding the dry dock and enclosed bridges that angle across it.
- ◆ Peter Gwin. **The Ship-Breakers.** *National Geographic* (May 2014), pp. 80-95. The dangerous work of scrapping ships in Bangladesh.
- ◆ Alexander Klose. **The Container Principle: How a Box Changes the Way We Think.** MIT Pr., 2015. 400 pp., illus. \$29.95. The wide-ranging impact of standardized 20- and 40-ft. shipping containers, including the history of the adoption of the Twenty Foot Equivalent Unit (TEU), the official measurement for shipping containers, which has become something like a global currency.
- ◆ J. David Rogers. **Engineering the Panama Canal.** *CE* (Oct. 2014), pp. 72-95. In continuing coverage of the canal's history on the centennial of its opening, Rogers offers detailed biographies of the engineers who helped build the canal.

CONTRIBUTORS TO THIS ISSUE

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With Thanks.

- ◆ Robert Sullivan. **The Biggest Ship in the World.** *NYT Magazine* (Nov. 2, 2014), pp. 40-45. Accompanied by a composite photograph of the nearly 1,600-ft.-long vessel, this article profiles *Prelude*, the largest offshore floating facility ever built for production of liquefied natural gas.

AGRICULTURE & FOOD PROCESSING

- ◆ Lizette Alvarez. **After 150 Years of Rolling Them, Tampa is Close to No Cigars.** *NYT* (July 21, 2014). Well into the 20th century, Tampa's Ybor City neighborhood was home to over 100 factories. Today, only the J.C. Newman Cigar Co. remains and new FDA regulations may threaten its survival. It is equipped with 1930s-era machines.
- ◆ Sven Beckert. **Empire of Cotton: A Global History.** Knopf, 2014. 640 pp. \$35. A wide-ranging account of the product that arguably drove the Industrial Revolution in the 19th century. Rev.: *NYT Book Review* (Jan. 4, 2015), p. 15.
- ◆ David Cooper. **Springfield Brewery, Built 1873, Wolverhampton, England, Destroyed by Fire 2004.** Video. 26 min. 2014. £10. Avail: www.springfieldbrewery.com. Video, originally issued in 2007, has new voiceover and footage taken after the fire to bring the story up to date. Built as the William Butler Brewery, later to become Mitchell & Butlers, production ceased in 1991. Following the fire, the brewery tower remained, although a sad-looking wreck, with hopes that it could be stabilized and incorporated into various canal-side redevelopment schemes.
- ◆ Bartow J. Elmore. **Citizen Coke: The Making of Coca-Cola Capitalism.** Norton, 2014. 416 pp. illus. \$27.95. Coca-Cola as the ultimate outsourcer, taking advantage of systems designed by others and keeping the costs and risks of resource extraction and ingredient production off its books to make it one of the most profitable businesses in the world. Rev.: *NYT Book Review* (Jan. 4, 2015), p. 11.
- ◆ Ted Genoways. **The Chain: Farm, Factory, and the Fate of Our Food.** Harper/Harper Collins, 2014. 305 pp. \$26. The industrial system behind Hormel's Spam, from water pollution to worker exploitation. Rev.: *NYT Book Review* (Nov. 23, 2014), p. 28.
- ◆ Quentin Hardy. **Working the Land and the Data.** *NYT* (Dec. 1, 2014), p. B1, B5. How technology such as self-driving tractors, sensors on combines, GPS data, and irrigation apps are helping smaller farms compete.
- ◆ **Old Mill News**, Vol. 42, No. 2 (Spring 2014) includes summary histories of the Yates Cider Mill, Westwind Milling Co., Wolcott Mill, Clifton Mill, and Macon Creek Mill, all located in Michigan, and of Kirby's Mill near Richfield, Ohio. Vol. 42, No. 4 (Fall 2014) includes a review of the 2014 Annual Conference in Michigan, SPOOM chapter reports, briefs on tide mills in Phippsburg, Maine, and the last gristmill in Tuscany, Italy. Info: www.spoom.org.
- ◆ Mike Pare. **Sweet Sorrow: Company Closing 108-Year-Old Chattanooga Candy Plant.** *Chattanooga (Tenn.) Times Free Press* (Sept. 23, 2014). Brock Candy Co., established in 1906 by William E. Brock, Sr., will close following consolidation with the Chicago-based Ferrara Pan Candy Co. News item includes a historical timeline and reminiscences.
- ◆ Anthony Mitchell Sammarco. **A History of Howard Johnson's: How a Massachusetts Soda Fountain Became an American Icon.** *The History Press*, 2013. 160 pp., \$19. The franchise began as a beachfront ice cream stand in 1925, eventually spreading along New England's highways

and the Pennsylvania Turnpike as a full-service restaurant. Follows its history through postwar expansion culminating with the Johnson family's decision to sell the company in 1979. Eventually, it was bought by Marriott, which sold off the majority of the restaurants. By 2006, only five remained in operation. Rev: *SCA Journal* (Fall 2014), p. 38.

- ◆ Dan Scanlan. **History of Fernandina Beach's Shrimping Industry Revealed in New Museum.** *Florida Times Union* (Nov. 27, 2014). The museum is located at the welcome center on Amelia Island. Prior to the early 20th century, the local shrimping industry was small in scale, but the industry took off when Sicilian immigrants up-scaled with larger nets and motorized boats in the mid-1910s.
- ◆ Douglas Towne. **Poultry Pioneer: Chicken in the Rough.** *SCA Journal* (Fall 2014), pp. 2-5. History of Chicken in the Rough, a precursor to fast-food Kentucky Fried Chicken. It was established by Beverly Osborne in Oklahoma City in 1936, but rather than opening his own chain of restaurants, he licensed a proprietary seasoning blend and cooking method to existing independent restaurants. By 1950, some 250 outlets were selling the chicken, advertised by a cartoon figure of a jaunty cigar-smoking rooster brandishing a broken golf club.
- ◆ Deb Olin Unferth. **Cage Wars: A Visit to the Egg Farm.** *Harper's Magazine* (Nov. 2014), pp. 43-51. With a visit to the Vande Bunte Eggs facility in Martin, Mich., explores the potential effect of California's animal confinement law (Proposition 2 of 2008) on cage size and animal welfare at industrial-scale egg production facilities.

ABBREVIATIONS:

B&S	= <i>Buildings & Landscapes</i> , Journal of the Vernacular Architecture Forum.
AIA	= Assn. for Industrial Archaeology (U.K.), www.industrial-archaeology.org .
CE	= <i>Civil Engineering</i>
CHS	= Construction History Society (U.K.)
MSC	= <i>Modern Steel Construction</i> , published by the American Institute of Steel Construction
NRHS	= National Ry. Historical Society
NYT	= <i>New York Times</i>
SCA	= Society for Commercial Archeology, www.sca-roadside.org .
SPOOM	= Society for the Preservation of Old Mills, www.spoom.org .
T&C	= <i>Technology & Culture</i> , published by the Society for the History of Technology
TT	= <i>Timber Transfer</i> . Published by Friends of the East Broad Top. Avail. with membership. \$30/yr. www.febr.org .
WSJ	= <i>Wall Street Journal</i>

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.

PASSING OF TED PENN

The SIA has lost one of its founders and most dedicated members. On October 27, 2014, Theodore Zuk Penn died at age 74. Ted participated in the founding meeting in Washington in 1971 and delivered a memorable paper on adjustable wrenches at the first annual conference in New York City the following year. That presentation on wrenches brought him what he called his “15 minutes of fame” when it was mentioned in *The New Yorker*. Ted was elected president of our Society for 1979-1980. He also helped to establish and lead the Southern New England Chapter (SNEC). He was a tireless scholar of industrial archeology and material culture studies. Having received a master’s degree from the Hagley Program at the University of Delaware, Ted went on to work at the Hagley Museum and then in the Research Department at Old Sturbridge Village (OSV). There he collaborated with agricultural historian and Director of Research Darwin Kelsey; historians Roger Parks, Caroline Sloat, and Jack Larkin; architectural historian Richard Candee; and archeologist John Worrell to research, understand, and interpret the craft and industrial history of New England.

While employed by OSV, Ted succeeded in recreating a reciprocating sawmill that was driven by reaction waterwheels. With that project, and with his building of an early textile drawing frame, he became a pioneer of experimental

industrial archeology. He not only researched and wrote important articles about those projects but also applied his impressive mechanical skills in their execution. Ted always had lofty goals; his ultimate dream was to equip and operate an entire cotton textile mill within an accurate historical setting at OSV.

Throughout his career, including his time as Researcher in Technology at OSV, Ted was always willing to share the results of his investigations and his ideas about interpreting industrial history. Through his publications, conference presentations, and professional consultation, he reached a wide audience and had a significant impact. In addition to articles for *IA* on the Nichols-Colby Sawmill in New Hampshire that was the model for the one at OSV, the development of the leather-belt main drive, and the formation of the SIA, he contributed a piece on the use of archeological evidence to another SIA publication: *Industrial Archeology and the Human Sciences*, edited by Dianne Newell. He wrote about his recreated drawing frame and about decorative and protective finishes for *APT*, the bulletin of the Association for Preservation Technology, and provided a perceptive review of the Wilkinson Machine Shop at the Slater Mill Historic Site for *Technology & Culture*, the journal of the Society for the History of Technology. With Gary Kulik and Roger Parks he edited *The New England Mill Village, 1790-1860* (Cambridge: MIT Press, 1982).

Ted’s natural talent and creativity were not limited to scholarship. He was a serious fisherman whose skills in knotting, tackle maintenance, and boat handling were legendary. He was also a fine musician (guitar) and a founding member of the Fiskdale Arts and Recreation Trust, which provided fellowship, entertainment, and good times for many of his friends and colleagues at OSV, in SIA, and beyond through frequent events that included theater performances, concerts, and parties. Back in wilder days, when the SIA seemed to have at least one unofficial “Party Bus” for the industrial tours at any conference, Ted was an enthusiastic contributor to the mobile frivolity between site visits.

Ted had earned an MBA at Clark University before he left OSV in 1983. He put his management training to good use when he took over the directorship of the Commonwealth Museum in Boston. After moving to Martha’s Vineyard in 1992, he became the director of the Vineyard Museum. His love of computer technology led him to become a self-employed web-site designer from 1995 until he suffered a major stroke in 1999. He made a remarkable recovery, learning to walk with a quad cane and continuing to research, spending many an hour on the computer in his office at home. His stroke did not prevent him from continuing to build stone walls. For the last decade of his life he resided with his wife of more than 50 years, Nancy, and among family and many friends in the beachside community of Charlestown, R.I.



Patrick Malone

Ted Penn documenting a lineshaft.

Myron Stachiw and Patrick Malone

A “New Deal” for a 75-Year-Old WPA Bandshell

S lated for demolition a little less than a decade ago to make way for a parking lot, the Roxbury Bandshell in Johnstown, Pa., has been saved and rediscovered as a community asset. The bandshell, originally called the Municipal Music Pavilion, was one of 27 bandshells built throughout the U.S. in the 1930s and early 1940s under the Works Progress Administration (WPA).

A souvenir program from the 1940 dedication provides the history and details of the original construction. The project was proposed to Johnstown City Council in 1937 by a local community association that later agreed to raise funds for the required sponsor's share for a WPA project. After council's approval, community representatives visited a recently completed bandshell in Hagerstown, Md., and subsequently established the Johnstown Music Pavilion Committee. For the proposed pavilion, the sponsor's share was to be \$5,000, but with modifications and additions to the project, the amount rose to \$14,318 and the total cost of the bandshell eventually reached \$80,000.

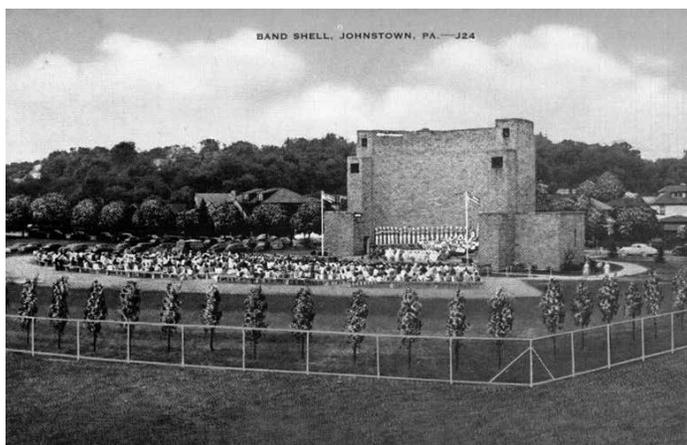
The committee raised \$4,000 in cash from many of the local ethnic singing-society members, individuals, and schoolchildren who called the industrial Conemaugh valley home. Donations of services and materials from local firms and the city's commitment of materials and equipment made up the difference. Horace Bailey donated his services as architect for the pavilion. By April 1939, WPA had approved the plans and on May 14, 1939 an estimated 3,000 people were present for the groundbreaking.

The pavilion has a 55-ft.-high semi-circular stone wall surrounding the stage, which faces into Roxbury Park. A low-rise section outside the wall houses interior rooms and faces the street. The 55-ft. section has a steel frame. According to the souvenir program, the pavilion was constructed using an estimated 2,200 tons of native stone, 969 barrels of cement, 576 tons of sand, and 192 tons of slag. Approximately 697 man-months of labor were needed to complete the project, fulfilling one of the WPA's purposes: to put unemployed Americans to work. The inside radius of



Andy Rose

Restored Roxbury Bandshell, Johnstown, Pa.



Courtesy Roxbury Bandshell Preservation Alliance

Bandshell, postcard, c. 1940.



Phil Balke

Interior stonework and steel frame of bandshell.

the performance area is 30 ft. giving a 60-ft. diameter for the stage. The interior portions consist of an entrance doorway, which leads to the stage or to several large interior areas provided for practice, storage, and dressing rooms. Lighting and a two-way amplification system were also part of the project.

The dedication of the bandshell spanned 8 days in June 1940 and included numerous performances by local choral groups, ethnic associations, and high-school bands, as well as demonstrations of activities such as fencing and gymnastics.

By the 1980s, the bandshell was no longer being used and eventually fell into a state of disrepair. The spectator seating area was replaced by a roller hockey rink, and by 2005, the city was on the verge of demolishing the bandshell to construct a parking lot. With the threat of demolition, the community responded and lobbied the city to abandon plans to demolish the structure. A legal battle ensued over the proposed demolition. The city wanted assurance that if spared, the bandshell would be restored and managed without the help of city funds. As a result, the Roxbury Bandshell Preservation Alliance was formed and granted an 18-month lease from the city. With little time to show progress, the Alliance made quick work of fundraising from both individuals and local businesses. The progress was noticed and helped establish a more amicable relationship with the city. This resulted in the negotiation of a 20-year lease. Based on their fundraising success and long-term commitment to the bandshell, the Alliance has been able to apply for and receive numerous grants to help in the restoration.

To date, nearly \$400,000 has been invested in the bandshell providing a new roof, chemical cleaning and repointing of the stone exterior, repavement of the concrete stage surface, installing a handicapped ramp, performing necessary sidewalk repairs, and providing new exterior lighting. Cooperation with the local garden club has added landscaping planters to the exterior appearance. Future repairs include restoration of the interior rooms. From the beginning of the restoration, the bandshell has been functioning as designed, hosting Sunday evening musical performances throughout the summer months. It also serves as a location for the Roxbury community tree-lighting ceremony in December. A recent part of the restoration has been the removal of the roller hockey rink allowing more room for spectators.

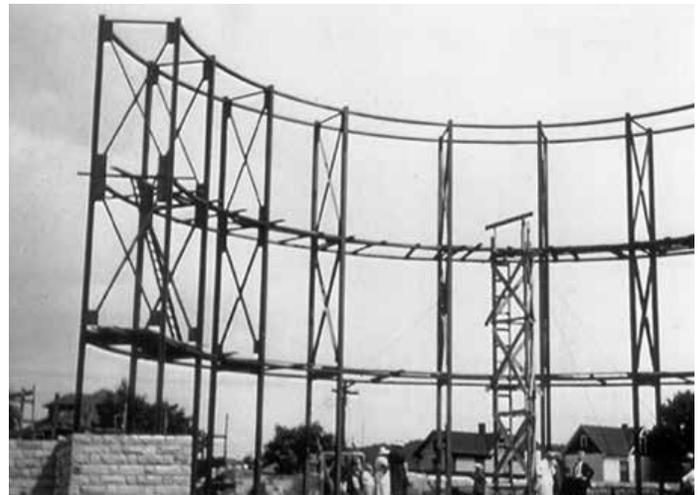
The restoration of the Roxbury Bandshell illustrates how a community can come together to save a forgotten piece of their history and return it to a place of value in the present-day community. As in its original construction, the small contributions of many community members have helped preserve a community asset for future generations. Info: www.roxburybandshell.com.

Andrew T. Rose



Street-side entrance to Roxbury Bandshell.

Andy Rose



Structural steel frame of bandshell, c. 1940.

Courtesy Roxbury Bandshell Preservation Alliance. Leonard Emleigh

IA ON THE WEB

B-24 Liberator Willow Run Assembly Plant (www.youtube.com, search on “B-24 Willow Run”). This 1940s newsreel (7-min.) has impressive footage of airplane assembly, along with a jaunty “march of industry” soundtrack.

Conkling-Armstrong House (www.conklingarmstrong-house.com and <http://pahistoricpreservation.com/neglecte-architectural-gem-north-philadelphia>). This showpiece residence, now in dilapidated condition, was built in 1898

by the owners of Conkling-Armstrong Terra Cotta Co. Articles provide background on the company, the house, and preservation efforts.

Declassified Film of A-Bomb Preparations (<http://knoxblogs.com/atomiccity/2014/10/28/declassified-pics-final-bomb-preparations/>). An annotated 11-min. film, recently released from the National Archives, documents crews preparing the Little Boy and Fat Man bombs in the Pacific (sealing and

(continued on page 18)

SITES & STRUCTURES

The **St. Charles Avenue Streetcar Line** of New Orleans has been named a National Historic Landmark (NHL) by the National Park Service. The line is considered America's oldest continually operating street railway, having opened in 1835 under mule power. It was originally known as the Carrollton Line, carrying passengers 13 miles from downtown to what was then the separate municipality of Carrollton. Electrification came in 1893 when it was renamed the St. Charles Avenue Line. Today, it operates with 35 arch-roofed, steel-bodied, green Perley Thomas cars, which have been in service since 1923. The streetcar line is only the second to have been named an NHL; the other is the San Francisco cable-car system.—*Regional Transit Authority Press Release (Dec. 10, 2014)*



Carol M. Highsmith's America, Library of Congress

Streetcar, St. Charles Ave., New Orleans, 2009.

CHAPTER NEWS

Oliver Evans (Greater Philadelphia) toured the Antique Ice Tool Museum and Historic Sugartown in suburban Chester County on Dec. 3, 2014. The museum, which opened in 2012, has an impressive collection of ice tools, ice boxes, horse-drawn ice wagons, and early motorized ice trucks. Sugartown features a general store, a book bindery, and a farmhouse and barn filled with horse-drawn vehicles from the collections of the Chester County Historical Society. The chapter held its annual dinner on Jan. 23, 2015 with a presentation from Bill Schaumburg on the history of the Pennsylvania slate industry. Bill's talk focused on the Stoddard Quarry at Pen Argyl, which ceased operations in 1999. ■

Support Your Local Chapter. For info on a chapter near you or to start one, contact Ron Petrie, SIA Director, Local Chapter Chair (ron@siahq.org) or check out the local chapters section of the SIA website (www.sia-web.org).

The **Delta Queen** has received a major setback in its owner's effort to return her to service on the Mississippi River system. The historic steamboat has been stuck at dock in Chattanooga, Tenn., since 2008 following the failure of Congress to pass an exemption to the Safety of the Sea Act of 1966, which would allow the wood-hulled vessel to carry overnight passengers. Congress had passed this exemption every 15 years until 2007, when a labor dispute with the Seafarers International Union prompted an Ohio congressman to block the exemption. The owners at the time of that dispute have since sold the *Delta Queen* to a business group that wants to preserve the steamboat and return her to service. The U.S. House of Representatives passed an exemption early in 2014 after working out details with the owners to upgrade the boat for fire safety, but the bill was blocked in the Senate by both Ohio senators, citing grounds of fire hazard, although observers believe the real issue remains echoes of the original labor dispute. The future of the steamboat, and perhaps all operating steamboats, remains uncertain. The *Delta Queen* was launched in 1924.—*Chattanooga Times Free Press (Dec. 26, 2014).* ■

IA ON THE WEB (continued from page 17)

painting against moisture, moving to airfields, loading on the bombers, and test runs).

How to Preserve Historic Bridges (<http://blog.preservationnation.org/2013/09/03/10-on-tuesday-how-to-preserve-historic-bridges/#.VGkpYSixE08>). This blog, written by Kitty Henderson [SIA] and sponsored by the National Trust, offers some tips for organizing a grassroots "save our bridge" campaign.

Oil Field Dodge (www.youtube.com, search on "oil field dodge"). This 1920s promotional silent film shows a four-door Dodge sedan traveling muddy, rutted roads of oil boom country of Oklahoma or perhaps Texas. The car is purposely rolled on its side and then flopped upright by hand to demonstrate the sturdiness of the steel frame.

Printed British Pottery & Porcelain (www.printedbritishpotteryandporcelain.com). This is an expansive on-line resource for printed British ceramics from 1750 to 1900, a joint project of the Northern Ceramic Society and the Transferware Collectors Club. Includes information on manufacturers, various methods used to print designs (overglaze, underglaze, glue bat, hot-press, etc.), and more than 1,000 representative objects.

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. ■

NOTES & QUERIES

The 113th Congress may have been one of the least productive in modern memory but it did end its session with some good news for the National Park Service (NPS) and specifically for industrial heritage. On Dec. 19, 2014, President Obama signed the National Defense Authorization Act (NDAA) of 2015 and buried within the law were provisions authorizing seven new parks, including creation of the **Blackstone River Valley National Historical Park** in Rhode Island and Massachusetts. The park will incorporate the Blackstone River and Canal as well as the Slater Mill Historic Site and the Slatersville, Ashton Village, Whitinsville, and Hopedale historic districts (tour sites—1972 and 1978 Fall Tours; 2004 Annual Conference, Providence/Blackstone Valley). The bill also extended federal funding that was set to expire for 15 National Heritage Areas (NHAs), almost all of which have significant industrial heritage components. These include the Delaware & Lehigh, Steel Industry, Lackawanna, and Schuylkill River NHAs in Pennsylvania; the Coal and Wheeling NHAs in West Virginia; the Hudson River and Erie Canal NHAs in New York; the Essex NHA in Massachusetts; the John H. Chafee Blackstone River Valley NHA in Rhode Island and Massachusetts; the Shetucket NHA in Connecticut; America's Agricultural Heritage Partnership NHA in Iowa; and the Automobile NHA in Michigan (renamed the MotorCities NHA). Congress also passed an Omnibus Appropriations Bill increasing support for the NHA program from the administration's original 2015 request of \$9.2 to \$20.3 million.—*NPS Press Release (Dec. 19, 2014) & Living Landscape Observer (Dec. 2014)*

Friends of Taconic State Park are seeking historic photos of the 19th-century **Copake Iron Works** in Copake Falls, N.Y. Anyone with access to, or possession of, images of the site, especially the blast furnace and any nearby houses or buildings, is encouraged to contact them at info@FriendsofTSP.org. The group has been awarded funds to install interpretive signs and to restore the furnace.—*NY History Blog (Dec. 17, 2014)*

Road Scholar—Best of the Chesapeake Bay. Forty strangers gathered for dinner and orientation at the Chesapeake Crab House in anticipation of 4½ days of learning about and touring Maryland's Eastern Shore's maritime heritage—sounds like a SIA tour, but it's not. Administered by Road Scholar (Elderhostel Inc., a Boston-based not-for-profit leader in



David Poirier

The traditional method of picking crabs at the MeTompkin Bay Oyster Co.

“lifelong learning”), and locally organized by the Crisfield Heritage Foundation, the *Best of the Chesapeake Bay* is offered multiple times during the spring and fall and represents an interesting opportunity to gain regional insights on Crisfield's (“The Crab Capital of the World”) historic and current oyster and crab industries. It is one of Road Scholar's “most popular” learning adventures and it's easy to understand why. The week includes educational discussions by local maritime experts, seafood cooking demonstrations, and boat excursions to nearby Smith Island and Tangier Island. For those unfamiliar with Road Scholar, most programs include meals hosted at local restaurants and tastes of local specialties, which for Crisfield includes crab and clam stew, fried soft crab, fried oysters, and Smith Island ten-layer cake. IA-related highlights were a process tour of the MeTompkin Bay Oyster Co.'s hand-picked soft-shell crab operations, a behind-the-scenes tour of Crisfield's U.S. Coast Guard Station, and a visit to the amazingly unrestored decoy carving workshop of Lem and Steve Ward (www.crisfieldheritagefoundation.org/wardbrothers.htm). For information, visit www.roadscholar.org.—*David Poirier* ■

IA EXHIBITS

Working and Racing on the Bay: The Chesapeake Log Canoe is on exhibit at the Jamestown Settlement (Williamsburg, Va.) through Sept. 8, 2015. Curated by the Mariners' Museum of Newport News, the exhibit features objects tracing the evolution of the dugout canoe from the watercraft of the Powhatan people 400 years ago to multi-log trade vessels and racing

boats in the early 20th century. More than 100 objects include dugout canoes, wood samples, woodworking and boatbuilding tools, and scale models illustrating the variety of canoes, methods of construction, and adaptations to the vessel fueled by the demand for tobacco and oysters. Info: www.visitwilliamsburg.com, search on exhibit title. ■

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CALENDAR

2015

Apr. 15–18: National Council on Public History Conference, Nashville, Tenn. Info: www.ncph.org.

Apr. 15–19: Society of Architectural Historians Annual Conference, Chicago, Ill. Info: www.sah.org.

May 13–16: Early American Industries Assn. Annual Meeting, Quebec City, Que. Info: <http://eaiainfo.org>.

May 28–31: SIA 44th ANNUAL CONFERENCE, ALBANY, N.Y. See article in this issue. Info: www.sia-web.org.

June 3–7: 5th International Congress on Construction History, Chicago, Ill. Info: <http://5icch.org>.

June 3–7: Vernacular Architecture Forum Annual Conference, Chicago, Ill. Info: www.vafchicago.org.

June 4–7: Ry. & Locomotive Historical Society Annual Meeting, Altoona, Pa. Info: www.rlhs.org.

June 11–14: Mining History Assn. Annual Conference, Virginia City and Comstock Lode, Nev. Info: www.mininghistoryassociation.org.

June 14–20: National Ry. Historical Society Annual Convention, Rutland, Vt. Info: www.nrhs.com.

Sept. 4–9: Assn. for Industrial Archaeology Annual Conference, Brighton, England. Info: <http://industrial-archaeology.org>.

Sept. 6–11: 16th International TICCIH Congress, Lille, France. Info: www.ticcih.org.

Oct. 8–10: SIA FALL TOUR, GREAT FALLS, MONT. Info: www.sia-web.org.

Oct. 8–11: Society for History of Technology (SHOT) Annual Meeting, Albuquerque, N.M. Info: www.historyoftechnology.org.

Nov. 1–5: Assn. for Preservation Technology International Annual Conference, Kansas City, Kan. Info: www.apti.org.

Nov. 3–6: National Preservation Conference, Washington, D.C. Sponsored by the National Trust for Historic Preservation. Info: www.preservationnation.org.

2016

June 16–19: 6th International Early Railways Conference, Newcastle-upon-Tyne, England, U.K. See call for papers in this issue. Info: www.earlyrailways.org.uk. ■