IA in Art
Craig McPherson and Pittsburgh Industry

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

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

Working in a range of media, including mezzotint, pastel, graphite, and oil (many of his works are executed on paper), McPherson captures the varied moods of steel, studying the complexes where it is produced at different times of day and in different seasons. His subjects have included the Edgar Thomson works, one of the most famous of the numerous complexes that once lined the Monongahela River. He has also rendered the quenching towers of the coke works at Clairton (continued on page 2)

Craig McPherson, Edgar Thomson # 3, 2001, pastel on linen, 66 x 86 in., private collection.
and the grimy streets of the company town of Braddock. The many bridges that cross the city's three rivers have provided the artist with both subjects and vantages from which to study the mills from a distance, and they also give him the elevated perspective he favors: “My preferred point of view is from above.”

Among his most powerful images are broadly conceived smoky views of the mills. Some are seen through the icy mists of winter, their practical structures covered in layers of snow, as in  

Clairton, From the Hill. Its eerie muffled visual quiet contrasts with the dramatic fiery displays of nighttime production of his Edgar Thomson # 3.

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

In common with Charles Sheeler and Charles Demuth, Pennsylvania artists who were inspired by modern industry during the 1920s and 1930s, McPherson includes few workers in his images, a preference that increases the monumental scale of his renderings, making them icons of industrial production. The artist's oeuvre comprises variations on four basic themes: “cold and hot; night and day; inside and out; precisionist and loose.” Working in series, he explores his subjects from different angles, beginning with a detailed schematic drawing, and making further studies of individual elements. The photographs he takes provide him with further information, and are especially useful for his interior scenes, which because they are dangerous places necessitate his working quickly. He completes the finished pieces in his studio where he continues to distill his visual experiences; his final results are abstracted and poetic, rather than literal. McPherson's mezzotint prints are painstakingly produced through a “deliberate and unforgiving” process that is rigorous and disciplined, while his pastels are “spontaneous, loose, direct,” enabling him to convey the varied sensibilities of his subject. McPherson's night scenes have an “inherent drama” that align them with a long tradition of romantic painting; their formal structure is elegantly balanced, giving them the sublime character and awesome scale of history painting in documenting “the remnants of our Industrial Age.”

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

Annual Conference, Pittsburgh, May 28–31

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

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

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

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

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

IA IN ART (continued from page 2)

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

Betsy Fahlman

NB—The landscape that inspires McPherson will be on display at the SIA’s Annual Conference, Pittsburgh, May 28–31. Join us there!
2009 GENERAL TOOLS AWARD
Call for Nominations

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

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

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


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

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

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

SIA Slate of Candidates—2009

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

Director
(3-year term)
You will vote for two
Maryellen Ficker
Carol Litchfield
Bill Vermes

Nominations Committee
(3-year term)
You will vote for one
Craig Austen
Rachael Greenlee

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

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

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

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

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

Volunteer Opportunity
SIAN Reviewer

The SIA Newsletter seeks a volunteer to assist with reviewing draft articles and copy editing. This position involves a commitment of several hours, reviewing approximately 75 double-spaced pages, on a quarterly basis. Reviewers receive draft copy and return it to the editor within ten days. Reviewers play an important role maintaining newsletter quality and consistency.

Info: Patrick Hashbarger, editor, (302) 764-7464; phsianews@aol.com.
The SIA is pleased to announce the publication of Occasional Electronic Publication No. 1: Abstracts & Chronology of American Truss Bridge Patents, 1817-1900 by one of our members, David Guise. This valuable guide draws inspiration from a series of publications printed by the SIA in the 1980s, perhaps most popular of which was Occasional Publication No. 4, Directory of American Bridge-Building Companies, 1840-1900, by Victor Darnell. The purpose of the occasional publication, then and now, was to offer a format for making available important information for the industrial archeologist that does not fit neatly within the formats of the SIA's regular publications, the quarterly SIAN and the semi-annual journal IA. The advent of electronic publishing through the Internet has provided the opportunity to revive the practice of occasional publications, since it not only eases the burden of distribution but greatly reduces the costs of production.

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

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

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

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

**NEW SIA PUBLICATION AVAILABLE**

**American Truss Bridge Patents**

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

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**CONFERENCES & WORKSHOPS**

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

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

- Brenda Barrett [SIA] and Michael Taylor. *Three Models for Managing Living Landscapes*. CRM (Summer 2007), pp. 50-65. A comparison of international efforts to manage “living” landscapes (defined as areas that are not managed as parks, but ones in which the scenic or historical characteristics are managed in partnership with local communities and landowners). Compares the U.S.’s National Heritage Areas, many of which are in former industrial regions and built around historic themes like canals, with Britain’s Areas of Outstanding Natural Beauty, and France’s Parcs Naturels Regionaux, which tend to have stronger associations with rural agriculture.


- *Industrial Patrimony 15* (2006). National reports from more than two dozen countries that sent representatives to the 2006 TICCIH Congress in Terni-Rome, Italy. Reports, which typically run three to four pages with photos, discuss the opportunities and challenges to industrial heritage preservation in each nation. Info: ecomusee.creusot.montceau@wanadoo.fr.

- *International Journal for the History of Engineering & Technology* is the new name of the *Transactions of the Newcomen Society* (London, UK). Since the first publication in 1920, the *Transactions* have been a leading periodical on such subjects as the history of aircraft and aeronautics, biography of leading engineers and inventors, bridges, buildings, canals, electrical equipment, mills, mining, naval technology, railways, and steam engines. The journal will be published for the Newcomen Society by Maney Publishing. Info: www.maney.com or www.newcomen.com.

- Nicolai Ouroussoff. *Saving Buffalo’s Untold Beauty*. NY Times (Nov. 16, 2008). Architecture Section. Preservation efforts in Buffalo, N.Y., include many architectural masterpieces as well as industrial sites featured during the 1992 SIA Annual Conference. City is described as a model for the relationship of preserving an industrial city’s past and building its future.

- Frederic L. Quivik [SIA]. *Authenticity and the Preservation of Technological Systems*. CRM, Vol. 5, No. 2 (Summer 2008), pp. 28-38. Discusses the challenges and opportunities of preserving and interpreting sites, like WWII shipyards, that operated as large technological systems. Examples drawn from the new Rosie the Riveter/World War II Home Front National Historical Park in Richmond, Calif., where loss of industrial infrastructure impacts the understanding of scale and the way that surviving pieces, like a whirry crane, related to the whole.


- *TICCIH Bulletin* 42 (Autumn 2008) includes an obituary for Michael Mende (German representative to TICCIH); José Ignacio Rojas-Sola, *Infografical Techniques for Industrial Engineering as an Integral Tool for Industrial Archaeology* (using computer techniques to reconstruct former industrial processes); as well as a round-up of industrial heritage news from around the world. Avail. with membership. Info: www.mnactec.com/ticcih.

**MISC. INDUSTRIES**

- Donovan Hahn. *Through the Open Door: Searching for Deadly Toys in China’s Pearl River Delta*. *Harper’s Magazine* (Sept. 2008), pp. 47-58. While short on technical detail, this chronicle of a journey from a toy expo in Hong Kong through the toy factories in the Pearl River Delta begins with the statement, “We are not meant to know where our possessions come from, we American consumers, or from what ingredients and by what mysterious processes they were spun and by whom,” and ends with the interesting assertion that China’s industrial areas are already headed toward a similar fate as the American Rust Belt.


- David Samuels. *Atomic John: A Truck Driver Uncovers Secrets About the First Nuclear Bombs*. *The New Yorker* (Dec. 15, 2008), pp. 50-63. While written for a general audience, the article includes some detail about the methods by which Wisconsin truck driver and amateur atomic historian
John Coster-Mullen reverse-engineered Little Boy and Fat Man, the two atomic bombs dropped by the U.S. on Japan. Coster-Mullen synthesized information from FOIA requests, oral history, measurements of bomb fragments, and metal shavings smuggled out in machinists’ pants cuffs to produce a self-published work that has earned international attention.


- Ropewalk: A Cordage Engineer’s Journey Through History. DVD. 60 min. $20. Avail: www.storyofrope.org. What ties together prehistoric tools, Ben Franklin, trust busting, railroads, drug laws, plastics, nanotubes, and space travel? Discover the unexpected twists that join these threads in Ropewalk, a film about ropemaking’s effects on agriculture and industry from the Civil War to the present.

**IRON & STEEL**

- Jeremy Gray. Relics from Birmingham Steel History Gather Dust in Bessemer. *Birmingham News* (Dec. 1, 2008). Describes the collection of ex-steel worker Bobby Clayton, who since being laid off in 1984 has been gathering objects, documents, photos, and memorabilia associated with Alabama’s iron and steel industry.

- Carol Siri Johnson [SIA] . **The Language of Work: Technical Communication at Lukens Steel, 1810 to 1925.** Baywood, 2008. 200 pp., illus. $49.95. Traces the evolution of written forms of communication at the steel-plate mills in Coatesville, Pa. (SIA-N, Summer 2008). As standards for iron and steel emerged and industrial processes became more complex, foremen, mechanics, and managers began using drawing and writing to solve problems, transfer ideas, and develop new technology. This shift in communication methods—from “prediscriptive” (oral) to “chirographic” (written)—occurred as technical knowledge had to span space and time. Describes how writing became an essential part of the industrial process.

**WATER CONTROL & RECLAMATION**


**WATER TRANSPORT**

- Brian Clayton. The Historic American Engineering Record's Maritime Documentation Project. CRM (Summer 2007), pp. 77-81. Documentation of the U.S Maritime Administration's reserve fleets in James River, Va.; Beaumont, Tex.; and Suisun Bay, Calif. Emphasis was on ships built during WWII including the fleet oiler Taluga; tankers Mission Santa Ynez and Saugatuck; and the troopship Private Frederick C. Murphy.


- Jason Emerson. A Man of Considerable Mechanical Genius. *I&T* (Winter 2009), pp. 10-13. President Lincoln held an 1849 patent for a buoy device to refloat grounded steamboats. The model is currently on display at the Smithsonian.

- Christopher Maag. Hints of Comeback for Nation’s First Superhighway. *NY Times* (Nov. 3, 2008). Commercial shipping on the Erie Canal has been increasing for the first time in decades due to the high cost of motor fuel.


- Rosie: A Legend on the Home Front. Common Ground (Fall 2007), pp. 28-40. Transcript about womens’ work during WWII with Emily Yellin, author of Our Mothers’ War, and home front vets Betty Reid Soskin and Rosalie Pinto. Soskin was a clerk for the segregated boilermakers’ union at the Kaiser shipyards in California, and Pinto was a tuck welder at the Philadelphia Navy Yard. Includes photos of both facilities.

**CONTRIBUTORS TO THIS ISSUE**

Richard K. Anderson, Jr., Sumter, SC; Richard Candee, Portsmouth, NH; Arlene Collins, Houghton, MI; Reese Davis, West Chester, PA; Don Durfee, Houghton, MI; Betsy Fahlman, Tempe, AZ; Bob Frame, Minneapolis, MN; Dennis Furbush, Jackson Heights, NY; James Garvin, Concord, NH; Mary Habstritt, New York, NY; Eric Heidt, Durham, NC; Neill Herring, Jesup, GA; Dick Hillman, Kennesaw, GA; Dennis Howe, Concord, NH; Paul R. Huey, Waterford, NY; Charles Hyde, Royal Oak, MI; Kenneth Lavelle, North Royalton, OH; Carol Lockman, Wilmington, DE; Christopher Marston, Washington, DC; Patrick Martin, Houghton, MI; Craig McPherson, Pittsburgh, PA; Dave Poirier, Hartford, CT; Lynn Rakos, Brooklyn, NY; Bob Rawls, Burnt Hills, NY; John Rienzo, Jr., Oakdale, NY; Donald Sayenga, Tucson, AZ; Barbara Selyem, Bozeman, MT; David A. Simmons, Galena, OH; Justin Spivey, Oakland, CA; Tyler Turpin, Richmond, VA; Robert M. Vogel, Washington, DC; Suzanne Wray, New York, NY.

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

**AVIATION & AERONAUTICS**


Mark Wolverton. War on Ice. I8T (Winter 2009), pp. 14-23. History of research and invention since the 1920s to find ways to prevent ice from building up on airplanes.

**AUTOMOBILES & HIGHWAYS**


Anne Mitchell Whisnant. Super-Scenic Motorway: A Blue Ridge Parkway History. Univ. of N.C. Pr., 2006. 464 pp., illus. $34.95. Tells the story of the parkway through the personal experiences of people affected by its construction, especially the controversy surrounding a road that was of marginal benefit to the communities through which it passed. Rev.: CRM (Summer 2007), pp. 89-90.

**RAILROADS**


Victoria E. Dye. All Aboard for Santa Fe Railway Promotion of the Southwest, 1890s to 1930s. Univ. of N.M. Pr., 2005. 163 pp. $24.95. Historical study of how the Santa Fe aggressively marketed New Mexico, and particularly Santa Fe, as a tourist destination. Largely because of these efforts, Santa Fe remains a popular vacation destination to this day. Rev.: NRHS Bulletin (Fall 2005), p. 38.


Elrond Lawrence. Arizona and the Mother Roads along the Santa Fe and Route 66. NRHS Bulletin (Fall 2005), pp. 4-23, and California Unlimited: Santa Fe's Southern California Mainline (Summer 2005), pp. 4-33. Photo narrative of the historic rail towns along the Santa Fe RR in Arizona and California.

**LOGGING RAILROADS**

Alex Ulam. The Park IKEA Built. Landscape Architecture Magazine (Nov. 2008). Describes what happened to the Todd Shipyard in Brooklyn when the big-box retailer decided to build its store, parking lots, and a waterfront esplanade. Some features of the shipyard, such as the whirlly cranes, were retained as reminders of the site's industrial past.
sheet failures, from 1911 to 1948. It turns out to be a rather common occurrence since it happened at least 32 times.


* **Joel P. Rhodes. A Missouri Railroad Pioneer: The Life of Louis Houck.** Univ. of Mo. Pr., 2008. 298 pp. $39.95. Houck organized the Cape Girardeau Ry., a series of lines serving southeast Missouri. The railway was noteworthy for its rudimentary construction, but it nonetheless contributed significantly to the development of the lumber industry. RH (Fall-Winter 2008), pp. 99-100.

* **Joseph B. Schwieterman. Twin Mainlines to Oblivion: The Railroad Era in Indiana’s “Hub City.”** NRHS Bulletin (Fall 2005), pp. 24-37. The history of Crown Point, Ind., the only American city that had boasted Pullman service on two double-track railroads (Erie RR & Pa RR) as late as 1966 before being left without an active freight or passenger railroad.

* **Craig R. Semsel. Built to Move Millions: Streetcar Building in Ohio.** Indiana Univ. Pr., 2008. 293 pp. $49.95. Describes how streetcars were built, and the evolution of cars and their components from 1900 to 1940. Includes histories of five builders: Kuhlman (Cleveland), Cincinnati Car Co.; Barney & Smith (Dayton); Jewett Car Co. (Newark), and Niles Car & Mfg. Also short accounts of various Ohio-based component suppliers. RH (Fall-Winter 2008), pp. 114-15.


* **Richard T. Steinbrenner. The American Locomotive Company: A Centennial Remembrance.** 2nd ed. On Track Pub., 2007. 542 pp., illus. $69.95. A comprehensive history of Alco, established in 1901 from the merger (one of J. P. Morgan’s) of eight smaller firms, all of which are covered. Base of operations was Schenectady, N.Y., until the firm exited the locomotive business in 1962. RH (Fall-Winter 2008), pp. 94-96.

* **David O. Stowell, ed. The Great Strikes of 1877.** Univ. of Ill. Pr., 2008. 197 pp. $20. Scholarly essays explore the regional attributes to the labor unrest, which is often portrayed in history as a national movement. Closer examination indicates that it was based on local working conditions with strikes in the North differing significantly from those in the South and West. Rev.: RH (Fall-Winter 2008), p. 87.

* Robert B. Thayer. **The Curious Disappearance of America’s First Locomotive.** RH (Fall-Winter 2008), pp. 48-71. Article, with rebuttal by Bill Wirhuhn, presents a spirited discussion of what happened to America’s first locomotives imported from Britain by the Delaware & Hudson Canal Co. in 1829. The debate centers on whether the America or the Stourbridge Lion was the first commercial steam locomotive to operate in the U.S., with part of the evidence in favor of the America a curious, carved, mahogany box in the shape of a coffin.

**POWER GENERATION**

* **James R. Chiles. The Other Renewable Energy.** I&T (Winter 2009), pp. 24-35. George Claude, known as the “Edison of France,” sought to develop ocean thermal energy in the early 20th century. That vision still remains untapped with a scattering of pilot ocean thermal plants, but no commercially viable operations. The system requires access to a wide differential between warm surface water and cold deep water.

* **Ann Greene. Horses at Work: Harnessing Power in Industrial America.** Harvard Univ. Pr., 2008. 336 pp., illus. $29.95. Steam technology did not cause an immediate drop in the use of horses, but to the contrary, industrialization increased the number of horses in cities and on farms during the last half of the 19th c.


* Dan Pohlig. **Fate of Iconic North Delaware Power Plant Remains Unknown.** WHYY Sixth Square (Nov. 14, 2008); http://whyy.org/blog/thesixthsquare. Interviews local residents interested in preserving the Delaware River power plant in the Fishtown section of North Philadelphia. The PECSO plant was built in 1917 and has been idle since the 1980s.

**BRIDGES**


* **David Guise [SIA]. A Foreman Timber Truss in the Hills of Pennsylvania.** CBT (Fall 2007), pp. 12-15. An unusual truss configuration, built c. 1858, demolished 1948. Believed to have been built to the patent of John Foreman of Pottstown. Located near Pine Grove on a line of the Susquehanna Coal Co., later Reading RR.

* **Mildred Lawrence. Virginia’s Covered Bridges.** CBT (Fall 2007), pp. 4-11. Reprint of historical overview, c. 1939.

* **Fred J. Moll. Pennsylvania’s Historic Bridges.** Arcadia, Postcard History Series, c.2007. Postcards illustrate a variety of the Keystone State’s historic bridges of all types.

BUILDINGS & STRUCTURES

Frank Snyder. Building Details. Norton, 2007. 144 pp., illus., $60. Reproduces original working drawings of many famous early-20th-c. buildings. Includes DVD of all plates at their original size.


AGRICULTURE & FOOD PROCESSING


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


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

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


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

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

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

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

On Tubular Bowstring Trusses … a Correction. The SIAN (Fall 2008) reprinted a claim by the Tuscaloosa News that the Black Warrior River Bridge, a 203-ft. example of King’s patented tubular bowstring design, is “one of the oldest and longest examples of its type.” Because of its length, it is, indeed, a remarkable example. Its construction in 1882 came right at the cusp of the company’s growth into other types of bridge design, specifically their Pratt through trusses, so it is noteworthy and a testament to the firm’s engineering staff to see such a successful utilization of a system developed two decades earlier. The Black Warrior is also noteworthy for the documentation of the structure’s strength that came from none other than James King, the founder’s son, which local researchers uncovered. But the Black Warrior is hardly the oldest example of its type. Multiple examples of the King tubular bowstrings remain from the 1870s, not the least of which is the extremely well-preserved North Platte River Bridge near Ft. Laramie, Wyo., built for the U.S. Army in 1875. Its longest span is a mere 150 ft.—David A. Simmons [SIA], Ohio Historical Society
“save the bridge” battle is being waged on the border of Maine and New Hampshire over the future of the Memorial Bridge spanning the Piscataqua River between the towns of Kittery and Portsmouth. Cost estimates to rehabilitate the 85-year-old bridge have come in so high that the state departments of transportation have decided that a replacement bridge is the prudent alternative, especially given the wear and tear from more than 4,000 annual openings to navigation. At its dedication in 1923, the bridge had the longest lift span in the country (297 ft.), and its towers, rising 201 ft. above mean high water, were among the highest in the nation. It was designed by consulting engineer J. A. L. Waddell, the father of modern vertical-lift technology, and was the first major example of its type in the eastern United States. The Memorial Bridge has all of the characteristic features of the Waddell design including operator’s house at the middle of the lift span, spiral grooved winding drums, multiple tower sheaves, and concrete counterweights. The bridge was built in response to growing levels of highway traffic to replace a toll bridge with a free interstate bridge on the principal coastal highway route (Portland Post Road). At completion, it was dedicated as both states’ official memorial to WWI veterans.

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

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

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

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

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

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

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

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

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

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

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(continued on page 15)
Students Dig IA. Milton High School has more than 90 students signed up for an archeology class exploring the brick-making history of the Blackwater River region of northwest Florida. Brick-making is one of the oldest industries in the region, with much of the brick used to build 19th-century fortifications in the vicinity of Pensacola. Students are learning how to take measurements, sort artifacts, and conduct oral history.—Pensacola News Journal (Dec. 31, 2008)

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

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

CALANDAR

2008

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


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


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


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

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