



Society for Industrial Archeology ROEBLING CHAPTER NEWSLETTER

August 2003

Vol. 12 No.2

UPCOMING CHAPTER EVENTS *High Line*

*September 2003, Date to be determined
About 2 hours*

Friends of the High Line (FHL) will host a tour of the Manhattan rail viaduct which they are valiantly trying to save. Their plan is to get title transferred to the city and design a park for the deck. We will discuss status of their efforts on the tour.

Group size is limited to 10 individuals due to CSX restrictions. Spaces will be filled by drawing names from a hat. If you would like your name in the drawing, contact Mary by phone or e-mail (212-769-4946; mhabstritt@aol.com) by August 31. She will notify the winners of the date once the tour is scheduled and provide information on the meeting place and time. CSX requires that the tour be on a weekday and will not schedule it more than 4 weeks in advance. If a winner cannot attend, another name will be drawn until each space is filled.

Accessing the High Line without CSX permission is illegal, and threatens FHL's working relationship with CSX, which in turn may threaten their long-term ability to open the Line to full and complete public access. Don't trespass.

Corn Roast

Sunday, September 7, 2003 – Noon until dark

Our annual corn roast is at Gerry Weinstein and Mary Habstritt's country home, 339 Albany Post Road, in Croton-on-Hudson. We will visit Croton Dam and discuss the history of New York's water system during the afternoon. Gerry will also give tours of the famed Engineerium. You are welcome to bring IA slides or photos to share. (We don't currently have a VCR in-house, but if you have a video to share, we might be able to arrange for this.)

As usual Gerry and Mary will provide ham and corn-on-the-cob. Please call them to discuss bringing a dish or beverage to share. (Paul Bartczak used to bring the beer, so we'd appreciate a couple of people willing to do that.) Reach them at home at 212-769-4946 or call

Gerry at work at 212-431-6100, x236.

On the day of the event, you can call them at 914-271-4865 in Croton for pick-up at the Croton-Harmon station of Metro-North if you are taking public transit. If you are driving, directions follow. There will be a large "SIA" sign at the end of the driveway.

Driving Directions:

Via Automobile – #1 From points in Brooklyn, Queens, Long Island: Take Grand Central Parkway westbound to I-278 north. Take I-278 to the Triborough Bridge. Toll for bridge is \$3.50. Exit north to the Major Deegan Expressway (I-87). Take Major Deegan, which becomes the New York State Thruway, to the Tarrytown exit, which is last exit before the Tappan Zee Bridge. (Don't go over the bridge!) Take Route 9 north and follow directions in second paragraph of #3 below.

Via Automobile – #2 From Orange County, Ulster County, northern Connecticut and points northwest: Take I-84 south to Route 9. (Alternatively, take Taconic Parkway – the exit is after Route 9 exit – and follow directions under #6 below.) Take Route 9 South, the third exit after the Beacon/Newburgh bridge. Travel about 15 miles and at traffic circle, take the Annsville Creek bridge (the second exit from the traffic circle) and make a right onto Route 9.

After the town of Peekskill, the road widens. After several miles, take the Montrose/Buchanan exit to 9A. Turn left onto Old Albany Post Road/9A. After passing the A&P on the left, followed by intersection with Scenic Drive, keep a sharp eye out for yellow diamond 40 mph curve sign. Make a hard left at this sign into the driveway.

Via Automobile – #3 From Manhattan and points south: Take Henry Hudson Parkway north. You will pass under the George Washington Bridge, an IA wonder. Leaving Manhattan, you will cross a toll bridge costing \$1.75. After several miles, the Henry Hudson Parkway makes a seamless transition to the Saw Mill Parkway. After about 10 miles there is a big hill with a sign, "Eastview." Two-thirds of a mile beyond the hill, take exit 25, "Route 9A, Hawthorn." Turn left onto 9A.

After five miles a big hill will lead you toward

the Hudson River. You will cross the Croton River and see the Harmon railroad shops on your left. Three miles from the hill, take the Senasqua Road/9A exit. Turn left on to Riverside Avenue/9A and go up the hill. (Do not exit back on to 9. The signage is very confusing right in here.) Riverside Avenue becomes the Old Albany Post Road. Landmarks on your right will be intersection with Prickly Pear Road, and the Arrowcrest subdivision, the entrance to which is now called Arrowcrest Road. You're close now. Up a hill and down, you'll pass a sign that says, "school bus stops ahead," at the bottom you'll see a yellow diamond sign with an arrow. Turn hard right into the driveway. (You have gone too far if you pass Scenic Drive and way too far if you get to the A&P.) Signs at the end of the drive say SMRAS (for Saw Mill River Audubon Society), Weinstein and Kenoten. Go straight up the drive, past the little stone building and the white cottage. Turn left past the nature preserve and through the wooden gates. The house (California modern) is at the top of the hill.

Via Automobile – #4 From northern New Jersey and Rockland County: Cross the Tappan Zee Bridge (there will be a toll), stay in right lane and take first exit to Route 9 north. Follow Route 9 through the towns of Sleepy Hollow and Ossining. After the Dominican Sisters convent, stay in left lane and watch for signs and take Route 9A north. Follow directions in second paragraph of #3, above.

Via Automobile – #5 From southern Connecticut or Eastern Westchester County: Take I-95 to westbound I-287 to Sprain Brook Parkway north. The Sprain merges into the Taconic Parkway. Exit at Route 9A north. Then follow directions in second paragraph of #3 above. (Tip: If you miss the 9A exit, continue north and take the I-34 exit. Make a left and follow I-34 to the first traffic light. Turn right onto 9A and follow direction in second paragraph of #3.)

Via Automobile – #6 From upstate New York: Take Taconic Parkway south to westbound Route 202/35. Go west on 202/35 for 2-1/2 miles and exit onto Bear Mountain Parkway. Bear Mountain Parkway meets Route 9A at the Annsville Creek Bridge. Go straight through light past bridge and up the hill. Follow directions in second paragraph of #2 above.

Rail-Marine Operations with Tom Flagg

Friday, September 19, 2003 – 8:00 a.m. to 4:00 p.m.

Tom Flagg will lead this tour, which will follow a day's work of the New York Cross Harbor Rail Road. Beginning at Brooklyn's Bush Terminal, we will

see the interchange of cars near the Brooklyn Army Terminal, the loading of cars onto a carfloat at Bush Terminal's float bridge, unloading at Greenville in Jersey City, and probably some switching in between. We will also visit the New York Cross Harbor RR's shops, and some of the industrial tracks and structures in the neighborhood around Bush Terminal. Because this is a true short line railroad, the schedule can change with short notice, so the sights and schedule are subject to change. But in this time of intense security, the tour will be a rare opportunity to see the everyday workings of a very unusual railroad close up.

Tour will start under the statue of Irving T. Bush (on the former Bush Terminal office building), at the western foot of 43rd St. in South Brooklyn. Street parking is available in the neighborhood. By subway, take the R train to 45th St. and Fourth Avenue, walk north to 43rd St. and west (downhill, toward the water) to the meeting place. This is a small railroad, and its schedules change daily.

Cost of the tour is \$40, including transportation to all sites on a chartered bus and the most recent issue of the journal *Transfer*, containing an extensive, well-illustrated article on Bush Terminal, by Tom, which will serve as the tour guide. (If you are a current member of the Rail-Marine Information Group (RMIG), you already have this issue. Bring it with you and you will receive a \$10 refund paid to you at the time of the tour.) Please bring your own lunch or plan to purchase your food and beverage at a planned stop at one of the several neighborhood delis. You should have your breakfast before the tour leaves, or bring that along also. Water and snacks will be available on the bus.

The group will be limited in size to 25 participants. Pre-registration is necessary, and must include payment of \$40 by check and self-addressed, stamped envelope so we may send you confirmation and further instructions in September, or to return your check if the tour is full (we will maintain a waiting list if that happens). It is very important that you give us full contact information, preferably both e-mail and phone number, in case of last minute changes. Changes in the tour schedule will be sent to you both by phone and e-mail, if needed. Send pre-registration to: Roebbling Chapter tour, c/o Lynn Rakos, 230 6th Ave. Apt. 4, Brooklyn NY 11215. If you have specific questions about the tour arrangements, please call Tom at 212-780-5155.

Drew Symposium

The 23rd Annual Symposium on Industrial Archeology in the New York - New Jersey Region will be

on Oct. 25, 2003, at the usual place (Hall of Sciences) at Drew University, and will include a look at some of the past work of Ed Rutsch. There will also be presentations on the Edison cement operations, the Greenville Yard in Jersey City, the restoration of the Coney Island Parachute Jump, and the Bayway Refinery, plus others. A flyer with the final program and travel directions will be mailed in September to all RCSIA members.

ANNOUNCEMENTS

Volunteer Opportunity

Rivers of Steel (located in Homestead, PA - just south of Pittsburgh) is looking for some good folks who would like to pursue an internship or are looking for volunteer hours. We need to do an extensive physical assessment of records and artifacts at a former steel mill site. We have 4 floors, approximately 10,000 sq. ft. each to sift through, SO if you want to have some fun, see an old steel mill site up close and get some practical archival experience, please contact us. We would like to commence ASAP. Days and hours are open to discussion.

Contact Ron Baraff, Manager of Museum Collections and Archives, Rivers of Steel National Heritage Area, 623 E. 8th Avenue, Homestead, PA 15120; phone: 412-464-4020 ext. 21; e-mail: rbaraff@riversofsteel.com.

New Book

Many of you have attended tours led by "The Manhole Cover Lady," Diana Stuart, and may have heard her speak a few years ago at the Drew Symposium. Her new book, *Designs Underfoot: The Art of Manhole Covers in New York City*, includes 400 photographs of these relics of NYC's architectural heritage. The book traces the evolution of manhole cover design and recounts the history of the city's iron foundries that produced them. Foreword is by Margot Gayle, chapter member and queen of cast iron. Published by Design Books, the book sells for \$29.95. It is available from all major booksellers, including Amazon.com, or from the publisher at 1-800-243-0495

Websites

Chapter member John Bendel has put up a website with photos taken in 1974 of waterfront sites in such towns as Piermont, NY, and Jersey City, Hoboken and Elizabeth, NJ. Please visit www.bendelandbendel.com/1974.htm to view the haunting images of long-gone buildings, subway cars on the way to being scrapped, and abandoned barges.

An IA-related website generated through a project completed to comply with New York State Historic Preservation Office requirements can be found at <http://www.panamconsultants.com/pbweb/index.html>. It is the result of an investigation conducted by Panamerican Consultants for the Army Corps of Engineers for repairs to an historic breakwater located in Lake Champlain at Plattsburgh, New York. Another mitigation project that NY SHPO has recently been involved with has resulted in the website located at <http://www.buffalohistoryworks.com/plant5/>

B&O Meeting

Oct. 2-5, 2003: B&O RR Historical Society will be holding its annual convention in Roebing territory this year. Based at a hotel near Newark Airport, attendees will be touring former B&O railroad and marine facilities on Staten Island, Manhattan, and Jersey City, with additional industrial tours. Speakers will include Pamela Hepburn, a tugboat captain who has operated a former B&O tugboat; other presentations will feature slides of rails and industry on Staten Island, etc. It may be worth joining the Society in order to attend this convention! For full information and registration form go to their website: <http://borhs.org> and click on "events".

Ed Rutsch, 1936-2003

Many of us have fun, and funny, memories of Ed Rutsch, a founding member of the SIA and a big man with a big heart. Sadly, over the Fourth of July weekend, that big heart gave out and Ed is no longer among us. Many chapter members attended a memorial service at Liberty State Park's train station on July 26. It was an amazing event that included a slide show on Ed's life, a screening of the film, *Pier 19*, and a watery salute from the *John J. Harvey*.

In honor of Ed, a fund has been established to support the field school at the West Point Foundry site in Cold Spring, NY. It was a site near and dear to Ed as he did the original investigation there. He was a lifelong teacher and supporting the training of young archeologists is a fitting tribute. If you would like to contribute to this fund, send your check to Ed Rutsch Memorial Fund, Michigan Tech Fund, 1400 Townsend Drive, Houghton, MI 49931, or you can contribute by credit card through the secure server online at www.sia-web.org. Contributions are tax-deductible.

ED'S FRIEND, HERB GITHEMS, WROTE THE FOLLOWING OBITUARY

Edward S. Rutsch the renowned industrial archeologist died Sunday at the age of 66. His many achievements included the identification of the Great Falls National Landmark Historic Industrial District in Paterson, numerous studies of the Morristown National Historic Site and the excavation of the Negro Burial Ground in New York City.

He was born in Teaneck, NJ on October 6, 1936 to Emil and Helen (Rudin) Rutsch. He was predeceased by his wife, Mary Jane in 1989.

Survivors include his companion, Patricia Condell and two brothers, Donald and William.

Rutsch was raised in Teaneck where he was an All State wrestler and football player. He went on to George Washington University where he was an All American in his senior year. He obtained his Masters degree in Anthropology at New York University and continued his studies in American Civilization at the University of Pennsylvania. His early training in education and museology influenced his subsequent role as a professional archeologist and cultural resource manager and interpreter. He was proficient in both aboriginal and historic cultural periods as evidenced in the wide range of subjects covered in his books, articles and professional reports. He used his expertise in industrial archeology to emphasize public education and the historic preservation of our nation's industrial heritage.

Mr. Rutsch started as a secondary school teacher. While pursuing his graduate degree he worked as a research curator for the Museum of the American Indian in New York. He was a Professor of Anthropology at Fairleigh Dickinson University in Madison, NJ. He founded Historic Conservation & Interpretation where he served as president and primary investigator for three decades. He was a founding member of the Society for Industrial Archeology, serving on the board for many years as well as its President. He contributed articles and book reviews for the SIA Journal and received the prestigious General Tools Award from the Society.

He leaves behind a legacy of many works involving industrial sites in New Jersey. His seminal work in Paterson identifying the Great Falls Industrial District eventually led to President Gerald Ford declaring it a National Landmark. His interest in the iron industry generated a greater understanding of the Mount Hope and Long Pond sites. He contributed to the development of

many of New Jersey's parks such as Liberty State Park where he identified numerous cultural resources, recorded them and even led to the production of a film, Pier 19, that documented one of the final days of the railroad navy yard. His studies went beyond New Jersey's borders. He conducted historical and archeological surveys at the Central Georgia Railroad Repair Yard in Savannah. He was a consulting industrial archeologist to the Conservation Trust of Puerto Rico for the La Esperanza Sugar Hacienda. He performed Salvage Archeology Operations at Cinnamon Bay, St. John, US Virgin Islands. Recently, he extended his knowledge of industrial sites, gratis to friends in Falmouth, Jamaica.

Mr. Rutsch was a superb archeologist, a scholarly industrial historian, devoted environmentalist, gifted teacher and a proud New Jerseyman.

Steam Returns to Hudson

Gerry Weinstein is president of a new non-profit that is dedicated to preserving two historic ships in New York harbor. Other members of the organization's board will also be familiar to RCSIA members. They include Huntley Gill of the *John J. Harvey*; Pamela Hepburn, harbor pilot; and Sandy Balick, mastermind of last year's conference mystery rail tour.

The organization was begun to transform Pamela's tugboat *Pegasus* into a non-profit venture. After repair and restoration, this 1907 tug (originally steam-powered, but converted to diesel) will cruise around the harbor with school children and teach them about the history of the area. (Long-time RCSIA members will remember a harbor tour aboard the *Pegasus*, piloted by Pamela, in about 1989.) The Police Athletic League is already participating in programming that has brought young people on board to work on renovation tasks. More information on the *Pegasus* project can be found at www.tugpegasus.org

This group could not resist the opportunity to bring steam back to the Hudson River when they discovered the 1933 lighthouse tender, *Lilac*, stranded on a mudflat in Virginia, her two triple-expansion steam engines still inside. She was hauled out and found to have a hull in need of only minor repairs due to sitting in freshwater mud for many years. After welding, exterior painting, and other preliminary work, the boat was towed up to New York and arrived in the harbor on July 1st.

Hopes of bringing her to pier 40 on the Hudson were dashed by the insolence of office, the law's delay, and the proud man's contumely, all conditions noted by W.

Shakespeare back in the 1600s. The boat went to a temporary berth in Erie Basin while the board haggled with the Hudson River Park Trust. The plan for the park includes a mandate to provide space for historic ships. As negotiations continue, the boat has been shifted three times, including a rest by the equally historic Kosnack tug, *Huntington*. She is now safely under the protection of Sal Catucci of American Stevedoring at the Red Hook Containerport. (It will be remembered that Sal came to the chapter's rescue by providing an embarcation pier for the SIA conference boat tour last year.) When the ship finally arrives at pier 40, the Lilac Preservation Project will be looking for volunteers, both amateur and professional, to restore the ship to operation. There will also be a special tour for RCSIA members. An informational website at www.steamerlilac.org will shortly be up and running.

ROEBLING CHAPTER BUSINESS

There has been much happening in preservation efforts for industrial sites in the past few months. Letters in support of Jersey City Landmarks and Water Works Conservancy, among others, have been written by RCSIA president Mary Habstritt. She has been interviewed by reporters from the *New York Times* and *USA Today*, and spoken at the U.S. Surface Transportation Board in support of the Friends of High Line. If you would like copies of any of the letters, articles, or testimony, please contact Mary at 212-769-4946 or mhabstritt@aol.com.

In March, Jersey City Landmarks sent out an appeal to save Whitlock Cordage, one of the earliest extant factory sites on the Morris Canal. It was threatened with demolition when the owner filed for bankruptcy and the judge ruled that the unsafe buildings should be demolished in favor of development. This was in spite of an offer made by another developer proposing re-use. The immediate threat passed (see *New York Times*, Real Estate Section, 05/11/2003), but some of the buildings were subsequently ruled to be too decrepit to save. The most intact ones will be adaptively re-used. For more information contact John Gomez at jlандmarks@earthlink.net or go to www.jerseycityhistory.net.

A group of citizens in Hastings-on-Hudson in Westchester Co. discovered in June that the Village had made a settlement with Atlantic Richfield for clean-up and possible demolition of the Anaconda Wire and Cable Company factory structures on a PCB-contaminated riverfront site. The buildings themselves are apparently not contaminated, but the mayor was advocating demolition to make the site

more attractive for development. The citizen's group argued for re-use of those buildings which are safe, an effort supported by the chapter via letter to the Village's Board of Trustees. The citizens group was able to get language inserted into the final agreement that has Atlantic Richfield assessing the feasibility of saving the water tower and two buildings on the site. Atlantic Richfield could still decide to demolish them. For more info, contact Stuart Cadenhead at 212-478-5020 or SCadenhead@aol.com. He is open to suggestions on how to convince Atlantic Richfield to save the structures.

A reporter from *USA Today* sent an e-mail query in early June asking for the chapter's opinion of plans to save the High Line, the elevated freight line on the lower west side of Manhattan. She asked for examples of other unusual adaptive re-uses of industrial sites and whether we'd like to see The High Line used in some other way. Some of the examples offered were used in a story that appeared on July 29th. It is available online at www.usatoday.com.

The Water Works Conservancy, the non-profit group working to preserve the Hackensack Water Co. site in Oradell, NJ, achieved a victory when Commissioner Brian Campbell of the Historic Preservation Office, Department of Environmental Protection, adopted Resolution 2002-626 calling for full preservation of this site. County Executive Dennis McNerney accepted the resolution and is moving forward with a preservation proposal for the site. Letters of thanks were sent to Campbell, McNerney, and Governor McGreevey by the chapter. For more info, see www.hwwc.org or contact Maggie Harrer at magpie91@aol.com.

The *New York Times* called to ask for comments on the significance of the West Point Foundry site in Cold Spring, NY, and Scenic Hudson's plans to make it an interpretive park. The story appeared in the Westchester edition of the Times on July 20th.

On July 24th, Mary spoke before the U.S. Surface Transportation Board on the importance of The High Line as an industrial heritage landmark.

TOUR REPORTS

Domino Sugar

On May 9, thirty-two members toured the Domino Sugar Refinery in Brooklyn. This was a return visit to one of the most exciting stops on the Extreme Steam tour during the SIA's annual conference last year.



Domino pier and RCSIA tourgoers, Photo by Elliot Hunt

The chapter thanks Daniel Macone, Refinery Manager, and Cynthia Roberts, his assistant, for making tour arrangements, as well as all the Domino staff who took time to show us around.

The following description is by John Reap, who attended the Extreme Steam tour, in June 2002, though it has been edited to reflect some differences in what was seen on the two tours. Additional detail is available in the conference guidebook, which contains a two-page profile of the refinery by Conrad Milster.

Located on Kent Avenue along the East River bulkhead, just north of the Williamsburg Bridge, this was the company's principal facility until recent years and dates to 1856. After an 1882 conflagration, a new plant employing fire-resistant construction was erected, but only the refinery building remains today. A raw-sugar storage warehouse and power house were added in 1925-26, and much of the property is occupied by a packaging plant and warehouse space constructed since 1960. Until 1999, the process began with crystallized raw cane sugar off-loaded by bucket-cranes and track-loaders at dockside (see photo), but now, melted crystalline sugar (liquor) is brought in by barge from the company's Baltimore facility.

We began by heading into the steel-framed brick former raw-sugar warehouse. The sloped ready-storage feed bins remain and their conveyors were put into running order for our visit, but the receiving floor has been taken over by maintenance equipment and excess machinery. Piles and crusts of the grainy, discolored, unappetizing substance are still evident on trusses and structural members.

The heart of the plant is the thirteen-story brick sugar house, distinguished by an unusual oval smokestack best viewed from the river and the Williamsburg Bridge. In replacing his destroyed plant, owner Henry O. Havemeyer insisted that no effort be spared in the matter of fire protection for the 1884 structure. Pressed brick was employed for the outer bearing walls, interior partitions and the columns of the upper stories. The columns of the lower six stories were of cast iron, and shallow vaulting supported brick floors between wrought-iron I-beam joists. Metal firedoors divided the interior, iron fire shutters were used in lieu of wooden sash windows, and open flame sources of illumination were eliminated by incandescent electric lights.

Starting with liquor, lime phosphate is added to adjust acidity and promote precipitation of impurities, then the solution is pumped through diatomaceous earth in filter presses to remove foreign material. The term "press" in the Sweetland process is rather misleading, since liquor is forced through the medium by feed pump pressure, rather than the medium being compressed by mechanical means. Seventy-two filter leaves are contained in each horizontal press tank, longitudinally split to allow replacement of the leaves. Each leaf consists of a bronze ring filled with diatomaceous earth, faced with hand-sewn circles of nylon cloth. A tube to the interior of the ring is connected by a hose to a feed manifold, and the purified "polished" liquor flows out of the tank. Before the leaves become clogged by filtrate, they are flushed with water, (sweet water) which is collected for reintroduction at other points. When all traces of sugar have been removed, the leaves are disassembled and the diatomaceous earth is further washed and dried for re-use.

Although most of the thick brown molasses content of the sugar cane was removed prior to shipment from Baltimore, the surfaces of the individual crystals retain a thin coating. The removal process, called affination, takes place in one of nearly one hundred "char filters," cast-iron tanks roughly eight feet in diameter and five stories high, employing bone char as the filtration medium. Concentrated sugar syrup is added to the process, the white liquor is separated from the syrup in centrifuges and the bone char is regenerated in fifteen gas-fired vertical kilns nine feet in height (bearing the Havemeyer & Elder name above the firebox door) All in

all, it was pretty amazing to see that so much of the original fabric remains in use.

At this point, we visited the steam-heated evaporators used to concentrate the solution to a supersaturated state, and the vacuum pans where recrystallization takes place. There is a large demand for process steam, and though we did not visit the power house, we learned that the steam is supplied by two Combustion Engineering water-tube boilers (1951, 1952) capable of evaporating more than quarter-million pounds of water per hour, with a smaller Nebraska unit held on reserve. Although they may use number six fuel oil, natural gas is the usual fuel. Because most operations are carried out on a batch, rather than a continuous basis, there are constant associated electric motor starting loads. Two turbogenerators are employed, a 6.25-mw Elliott generator limited in output by its 5-mw Elliott turbine (installed in 1963), and a 1959-vintage 5-mw Westinghouse set removed from the Boston refinery, rewound for Williamsburg's 2400-volt distribution system, and installed in 1992.

West Point Foundry

The archeological team from Michigan Technological University hosted an open house for the chapter at the West Point Foundry site in Cold Spring, NY on Thursday, June 19. This site was used by America's first defense contractor to make munitions in the early 19th century and is located across the Hudson from West Point military academy. (Booms occasionally resounded from cadets' target practice during our visit.) The foundry also produced some of the country's earliest steam locomotives. It went out of business when the company made the poor decision to stay with iron when other manufacturers switched to steel. The site was subsequently used by other smaller manufacturers, including a dye works. About thirty chapter members visited during the day and were led on tours by Pat Martin or Tim Scarlet, faculty leaders of the student team. They are in the second year of the field school designed to train graduate students of MTU's industrial archeology program in field techniques. Pat and Tim described the documentary research that was completed last year, the site mapping which included use of ground penetrating radar, the digging that had begun just a few days before, and some of the mysteries that are yet to be solved—like why is one of the furnaces located atop a tailrace? The open house was covered by the local paper, The Journal News, in a story that appeared on June 20. Sweaty visitors cooled themselves with iced Brooklyn-made beer and soda.



Gerry and Mary and damp display, Photo by Bob Bodenstein

Williamsburg Bridge Centennial

On Sunday, June 22, the chapter had an informational booth at the Williamsburg Bridge 100th Birthday street fair. Although it was pouring when volunteers arrived to set up the booth, the skies cleared and there was a great crowd for the event. A beautiful exhibit board with full color photographs was borrowed from SIA national and attracted many fairgoers, from neighborhood folks who have always wondered what went on behind the nearby factory walls to artists who appreciate the industrial aesthetic.

Volunteers handed out an estimated 100 membership brochures as well as postcards with photos by Shuli Sade, even though we closed an hour early when the rain returned. Thanks to those who helped Mary staff the booth: Bob Bodenstein, Estelle Haferling, Elliot Hunt, Allison Rachleff, Lynn Rakos, Justin Spivey, Shuli Sade, and Gerry Weinstein.

Dues/Address Changes

Please review the mailing label on your copy of this newsletter. If you have not paid your dues for 2003, kindly make out a check for \$10, payable to RCSIA, and send it to Aron Eisenpress, RCSIA Secretary, 235 West End Avenue, Apt. 14-C, New York, NY 10023. If you have moved or plan to move, kindly notify Aron of this fact, either by mail at the above address or by e-mail at AFECU@CUNYVM.CUNY.EDU.

General Information

Registration: If a newsletter listing contains no information regarding reservations or registration for a particular activity, the event is open to all individuals who show up at the designated time and place. You don't need to call ahead unless stated in the announcement.

Unless otherwise stated, all tours will be conducted rain or shine, short of a Biblical Deluge. If in doubt, inquire at the Chapter's official telephone number (see below).

UPCOMING EVENTS

- Sept 7, 2003** **Corn Roast,
Croton-on-Hudson, New York**
- To Be High Line tour
Announced Manhattan, New York
- Sept. 19** **Rail-Marine tour
Brooklyn, New York**
- Sept. 25-28** **SIA Fall Tour
North Eastern Montana**
- Oct. 2-5 B&O RR Historic Society
Newark, New Jersey
- Oct. 25** **Drew Symposium
Madison, New Jersey**

Roebling Chapter SIA Officers

President	Mary Habstritt
Vice President	Lynn Rakos
Treasurer	Charles Scott
Secretary	Aron Eisenpress

The Roebling Chapter official telephone number is the residence number of the President: (212) 769-4946.

Please leave a brief message on the answering machine.

Membership is \$10.00 per year, payable to RCSIA, c/o Aron Eisenpress, 235 West End Avenue, Apt. 14-C, New York, NY 10023

For those who want to keep abreast of IA matters at the national level, the national SIA may be reached at either of the following web addresses: www.siahq.org or www.sia-web.org.

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