



Society for Industrial Archeology ROEBLING CHAPTER NEWSLETTER

November 2006

Vol. 15 No. 3

CHAPTER EVENTS

Rutgers Curator's Tour

*Saturday, December 16, 2006, 2:00 to 3:00 p.m.
Alexander Library, Rutgers University
New Brunswick, NJ*

Fernanda Perrone, curator of the exhibition, *Philosopher, Engineer, Tycoon: John A. Roebling and his Legacy*, will lead a tour and discuss the collection of Roebling papers held at Rutgers. Ms. Perrone is Archivist and Head of the Exhibitions Program for Special Collections and University Archives. For a detailed description of the exhibition, see the last issue of this newsletter. The exhibit is supported in part by funding from the Roebling Chapter.

For directions, go to www.rutgers.edu and click on Maps & Directions. This provides interactive campus maps and directions if driving or taking public transit. NJ Transit trains stop at the New Brunswick station across the street from the Rutgers Bookstore. Parking is available on the College Avenue Deck (next to the Alexander Library) without permits.

The exhibition is on display in the Special Collections and University Archives Gallery and in Gallery '50, located respectively on the lower level and first floor of the Alexander Library at 169 College Avenue in New Brunswick. The group will be met by Ms. Perrone in the first floor lobby of Alexander Library where seating is available for early arrivals. Early birds can also look through the part of the exhibit that is in Gallery '50, the small gallery off the lobby.

Please reserve a space by contacting Mary at 212-769-4946 or RCSIAprez@aol.com. There will be no charge, but the tour is open only to RCSIA members and their families.

CHAPTER BUSINESS

Call for Nominations

Election of chapter officers will be held at the Annual Business Meeting tentatively scheduled for January 28, 2007 (formal notice of the meeting will be in December's newsletter.) Nominations for all four elective

offices – President, Vice President, Treasurer, and Secretary – are sought as all officers serve one-year terms.

The office of President is term-limited, and, according to chapter bylaws, the President cannot serve more than four consecutive terms. Mary Habstritt, the current President, has now served for four years and is not eligible for re-election. Vice President Lynn Rakos has agreed to run for President, leaving the office of Vice President open. Other incumbents may run for re-election.

All chapter officers must be members in good standing of the national Society for Industrial Archeology as well as of the chapter. Please nominate candidates by sending names of worthy chapter members to Nominating Committee Chair Tom Flagg no later than December 15, 2006. Tom may be contacted at tflagg@sunyopt.edu or 212-938-5778.

Dues Overdue!

Over 100 RCSIA members have still not paid their 2006 dues. Check your mailing label to see if you are one of them.

If you are, send your \$10 check, made out to RCSIA, to chapter secretary Aron Eisenpress, 235 West End Av., #14-C, New York NY 10023.

And, since 2006 is nearly over, consider paying ahead and adding another \$10 for 2007.

Board Meeting

According to the bylaws, the Roebling Chapter Board must meet at least once per year. This is a report of the meeting of March 18, 2006. It is a slightly abbreviated form of the minutes. If you wish to see the complete minutes, please contact Aron Eisenpress, secretary, at afecu@cunyv.cuny.edu

All officers and trustees were present:

- Mary Habstritt, President
- Lynn Rakos, Vice President
- Aron Eisenpress, Ssecretary
- Kevin Pegram, Treasurer
- Tom Flagg, appointed Trustee

Unanimous vote to approve appointment of Tom as 5th trustee.

Lynn will let Aron know of chapter presidents who are not on complimentary membership list now. The comp list is appropriate otherwise. Policy decision, we will not comp chapter board members who are also national SIA board members.

Charles Scott has closed out the RCSIA account at the Peoples Savings Bank in Bordentown, and sent Kevin a check for the balance of \$24,942.53 and the last bank statement (he will be sending other supporting material). Kevin has investigated banks in our area. HSBC appears to be a good choice. Brief discussion of budget.

Discussion of new RCSIA logo. Martina Salisbury is designing a logo; she will charge us about \$1500 and will provide camera-ready and digital copy.

Our insurance went up from about \$1000 last year to over \$1600. Mary obtained a quote from RAL Services, which insures the Fireboat Harvey, for less cost for a comparable policy. It was agreed that Mary should pursue a policy with RAL. It was also suggested that the bylaws be updated to indemnify directors (not included now).

Bierce Riley has agreed to let us use her address as the registered address for the NJ corporation (it cannot be a trustee's and must be in NJ). Kevin's address will be the address for the bank account (Kevin is the "registered agent").

Discussion of possible bylaws and/or certificate of incorporation changes as required for 501(c)(3). (Note, our current bylaws are on the National SIA website.)

Advantages of 501(c)(3):

- Clarity (re sales tax, etc.)
- People can deduct contributions

Mention of Roebling 200th Birthday events. Discussion of possible cash contributions to exhibits at the Trenton City Museum and the Museum of the City of New York. Proposed \$500 and \$2500 respectively, and that it comes from the funds that would have been allocated to the Special Projects Committee (given the special purpose and the timeliness).

TOUR REPORTS

Roebling Curator's Tour

Twenty RCSIA members were hosted by the Trenton City Museum on August 26th for a special tour of the exhibit, *John Augustus Roebling: His Life and Legacy*. Museum Director Brian O. Hill and exhibit curator Samara J. Lentz told the group about the museum itself, the planning of the exhibit, and then answered questions as members looked closely at the items on display from Roebling family portraits to company catalogs to alligator wrenches once made at the Roebling works.

We were especially gratified to hear that the RCSIA contribution of \$500 to the exhibit budget was the first donation for this purpose and spurred further giving which made the exhibit possible.

Industries of the High Line

In spite of a date change and pouring rain, about 15 RCSIA members participated in a walking tour of High Line industries on September 5, 2006. The postponement was due to tour guide scheduling conflicts and hopes that the delay would result in access to a building for a rooftop view of the High Line, but the building owner continued to be unavailable and the tour went forward at ground level. Guides Tom Flagg and Mary Habstritt were ably assisted by Lynn Rakos. The group proceeded from 25th St. to loop around 11th Av. to view the contrasting designs of the B & O Warehouse, the Starrett-Lehigh, and the Central Terminal Stores, and across on 26th St. to 10th Av., following it past such sites as the former Merchants Refrigerating Co. and Nabisco bakery complex to 14th St. where the main tour ended. Stalwarts continued through the rain, that had by then diminished to a drizzle, to sites south of 14th St., including the Gansevoort Street high pressure pumping station and the former Bell Labs, a National Historic Landmark.

OTHER EVENTS

CNEHA Conference Report

By Lynn Rakos

The Council for Northeast Historical Archaeology (CNEHA) held its annual conference in Tarrytown, NY on the weekend of October 20, 2006. The invited introductory speaker was RCSIA's own Tom Flagg. Tom presented a paper entitled "Viewing the Valley in the 1800s" which provided an overview for the conference attendees of the Hudson River's history and environment. He concentrated on the 19th century when, as stated by Tom, the "Artists watched in awe, fear, and/or delight as the Iconic Sublime Landscape of the Hudson River Valley was invaded by commerce and industry." It is this development of commerce and industry that now interests the archaeologists who attended the meeting. Tom's marvelous set of images took the attendees on a virtual tour of the Hudson River Valley and ended with John Ferguson Weir's famous painting of hot metal being poured at the West Point Foundry (WPF).

The WPF was one such industry that developed in the 19th century in the Hudson River Valley. It was the focus of a full day's session on Saturday called *Six Seasons of Archaeology at the West Point Foundry, Cold Spring, New*



Charlie Hummel and Jack Stanley (Museum Curator), both of the Thomas Edison Museum at Menlo Park, demonstrate one of Edison's earliest phonographs, comprised of a tin-foil coated cylinder, a diaphragm and a needle, and a horn for the play-back. It took several sheets of tin foil before the recording was finally made but the audience was highly entertained.

York that was chaired by Pat Martin, Professor of Industrial Archaeology at Michigan Technological University (MTU) and director of the WPF project, Elizabeth Norris and Tim Scarlett, also a professor at MTU. Elizabeth is known to many RCSIA members as she has attended many of our events since she moved to the Hudson River valley to work full-time as Assistant Archaeologist on the WPF project. The papers were presented largely by graduate students in the MTU program in Industrial Archaeology and discussed the on-going archeological research and interpretation of this historic foundry site. Tim Scarlett presented a paper that complemented Tom's opening piece when he spoke about the American "Grand Tour" that took in the Hudson River Valley's picturesque and sublime places and views. Conference attendees had the opportunity to tour the WPF site as RCSIA members have done during past field seasons.

Edison Memorial Celebration

By Lynn Rakos

On Saturday September 9, 2006 nearly one hundred celebrants attended the dedication of the "Thomas Alva Edison Historic Site at Menlo Park, 1876" as an Electrical Engineering Milestone by the Institute of Electrical and Electronics Engineers (IEEE). In response to a special invitation extended to the Roebing Chapter by Nancy



The Edison Memorial Tower, Edison, NJ.

Zerbe, Chair, Edison Memorial Tower Corporation, several RCSIA members were among those in attendance.

The site is now one of just 70 places worldwide honored by the IEEE as locations known for important achievement in electronic and electrical engineering. The Edison Historic Site at Menlo Park, in Edison Township, Middlesex County, NJ, includes the Edison Memorial Tower, the Menlo Park Museum, and a wooded park with a walking trail leading to a pond where Edison spent reflective moments.

The keynote address was delivered by Dr. Paul Israel, Director of the Edison Papers Project, Rutgers University, who provided an interesting biography of Edison, his inventions and an overview of Edison's business collaborators and competitors. A brief talk was then given by W. Cleon Anderson, 2006 IEEE Past President, which ended with his recitation of a moving poem about elder engineers building bridges, real and metaphorical, for those that later follow. He then unveiled the dedication plaque the citation on which read, "Between 1876 and 1882 at Menlo Park, New Jersey, Thomas Edison developed the world's first industrial research and development labora-



RCSIA members George and Lucienne Bulow and Vice President Lynn Rakos, with Dr. Paul Israel, Director of the Edison Papers Project at Rutgers University watch as museum staff demonstrate one of Edison's earliest phonographs.

tory devoted to developing new technology." At this laboratory, Edison and his staff developed the first system of incandescent and electrical lighting and electric power generation, invented recorded sound and produced a commercially successful telephone transmitter.

The small but rich museum contains many examples of Edison phonographs, light bulbs, artifacts and ephemera. An on-going project of the museum has been to record the voices of famous people on a circa 1910 phonograph using wax cylinders. This project pays homage to Edison's desire to record the great voices of his time.

The memorial tower was built in 1937. It was designed by architects Massen & DuPont and construction included an innovative use of concrete by masonry artist John J. Earley whereby quartz and ceramics were used in the concrete finish to reflect light. Corning Glassworks, suppliers of bulbs to Edison, produced the first ever glass circular casting work when they prepared the giant bulb that sits atop the monument. The memorial has been closed to the public for many years due to deterioration of the cast concrete. The Edison Memorial Tower Corporation, a not-for-profit group, has been working to raise awareness and funds so that repairs can be made and the tower reopened. They have conducted archeological investigations, have had the museum professionally assessed and are planning for a new museum, and are developing plans to repair the tower. A NJ Department of Environmental Protection press release issued the day of the dedication ceremony indicated that the State of New Jersey will provide \$1.8 million for cap-

ital improvements to the monument.

For more information on the Edison Historic Site and museum including hours of operation go to: www.MenloParkMuseum.com.

SITE NEWS

Fisher & Norris Factory Museum

By Joshua Kavett, Curator

As an Industrial Arts metalworking teacher, I have taught all phases of metalworking since 1977. I have always been interested in industrial history, especially as it pertains to New Jersey. I have been a member of ABANA (Artist-Blacksmiths Association of North America) since 1980, and helped establish the local chapter of the New Jersey Blacksmith Association. I have also been a collector of stuff my whole life. In June 1998, I attended the national ABANA conference in Asheville, NC where Richard Postman was selling his new book, *Anvils in America*. That night, I read the entire book for the first of many times. Suddenly, anvils had a pedigree, an origin, and a provenance. I was absolutely intrigued that so much information was compiled on a seemingly obscure topic. At that point in my life, I already had a few anvils that I had obtained at farm and garage sales.

During my many readings of this book, I noticed a sample invoice from the Fisher & Norris Co. listing an address in Trenton. At this point, I had no idea if anything of the company existed but in March of 1999, I looked up the address on a Trenton map and found where it should be. One day after school, I found the building of Crossley Machine Works, painted in two shades of green, with screen-covered windows, and a look of very little activity. With trepidation about leaving my car on the street (not a good area of Trenton), I rang the office doorbell. Alas, the office manager was there, and I tried to explain why I was there (made up as I went along, for I did this out of curiosity). He let me in, and proceeded to tell me about the Fisher and Crossley Co. for two hours. He had worked there at two different times in his life, and was very knowledgeable about the company. I only wish I had taped this conversation. He was thrilled that somebody went out of their way to visit, and was interested in the company. On this visit, I never left the office area. He suggested that I come back when the company engineer would be there.

The following week, I returned and met the engineer, an elderly gentleman. He answered some of my questions, but was not too eager to share information. I asked him if there were any artifacts of the Fisher anvil operation still remaining in the building. He told me that they

had stopped casting anvils, and all iron parts in 1979. The EPA had given them a December 31, 1980 deadline to stop using the cupola furnace without pollution control devices. Their last pour was on December 18, 1979. He then took me on a tour of the shops.

The shops consisted of five large connected rooms and a few small ones. The first was a machine shop, with some vertical mills, lathes, a large hydraulic press, and a large drill press. The next room had four large lathes. The third room had an old wooden block floor. This room contained the big machines, a lathe with a four-foot diameter chuck, two large horizontal boring mills, a Blanchard grinder, and assorted other machine tools. On a large cast iron welding table, there was a #6 Fisher Parallel Screw Vise; the first sign of Fisher stuff. The fourth room was primarily a shipping area, and had large metal storage racks, full of bar stock. In the back of the building was the remnant of the iron foundry, the last room. The cupola furnace was still there, but not much more. The original dirt floor had been concreted over, and the room was used primarily for storage. On the way out, we passed through a small room that was the original blacksmith shop of the Crossley operation. All of the big rooms had overhead traveling cranes for moving the machinery that Crossley produced over the years. This whole tour took about 10 minutes. My second visit ended, but I planned on going back. Something told me that there was more to be found.

A week later, I returned and talked with the office manager again. The owner, Mr. Louis Russo called. I told him of my interest in the history of the company, and that I was interested in seeing any Fisher artifacts that might still be in the plant. He asked if I had seen the pattern room. "What pattern room?" I asked. He told the office manager to let me look and see what might be there. We went out through the shops, and up steps I had not noticed the last time I was there. At the top was a patternmaking room with a large wood lathe, a 36-inch bandsaw, an old table saw, and a large bench with an Emmerts vise. Up four more steps, and we were in the pattern room. There were many wire screen shelves of patterns for the machinery that Crossley had produced for the last hundred years. All of the patterns were shelved by machine type with all the necessary patterns listed on the shelves. None of these patterns had been used in at least 20 years, and by the dust on them, some had sat there for over 50. As I walked through and marveled at the gear, wheel and machine frame patterns, I was beginning to wonder if there was any Fisher stuff left. At the far end of the room, I hit the jackpot. Sitting on the floor, leaning against the wall, and in general disarray, were the patterns for the Fisher anvils, vises, and

assorted objects I could not identify at the time, all covered in soot, dust, concrete powder, and cobwebs. To say I was thrilled is to put it mildly. I could not believe that these patterns still existed. However, they all sat there as I left. Mr. Russo was not sure what he wanted to do with them at that time.

I visited the Crossley building several times after that. In May 1999, Mr. Russo made the decision to close the plant and liquidate all salable machinery. I met Mr. Russo and told him of my desire to preserve the artifacts and historical documents of the Fisher & Norris operation. He finally agreed to give me access to the shop and men. By this time, my school year was over, and I was able to spend more time at the plant. The three men still working there first did not quite know what to make of me. I took care of that with some Mastories' gift certificates one day and they became instant friends. They were in the midst of finishing off the last jobs the shop had, and clearing out all of the scrap iron, paper, wood, and anything that would not sell at an auction. I told them of my interest in the Fisher material. They knew what to look for. On days I could not go to Trenton, a small pile of stuff was saved for me. On days I could go there, I spent many hours pouring over the building with a flashlight looking for stuff. And I found it. Paper Fisher anvil labels in the dirt, tongs behind the forge, iron cutoffs from the anvil pours, iron flask clamps, and more. By the middle of July, Mr. Russo decided that I could take most of the Fisher patterns. He only wanted to keep a couple and he eventually gave me these too. The day I carried the patterns out was about 95 degrees, humid and sticky. I never felt it. 23 steps up, 120 feet through the pattern room, and then back down. I removed all of them as fast as I could.

I had started to eat lunch with the shop workers, and slowly learned of their work at Crossley. More gift certificates, and more stuff appeared. I also removed any of the wood patterns that were interesting to me including one for a round fluted iron column suspended from one of the columns in the foundry. It had been there so long, none of the men working there had remembered it. It had so much dust on it; it formed a point on the top. I brought ladders and ropes and pulleys, and rigged it down. Sadly, I could not take them all. Three 30-yard dumpsters were filled with patterns tossed out of the third floor window. It broke my heart to see them go.

One of the heaviest items I removed was the 36" Sturdevant blower that fed the cupola furnace. This was an adventure in itself. The next day I went back for the two-phase motor that powered it. Also an adventure. In the pattern room, I found file drawers full of all of the paperwork, invoices and correspondence of the Fisher operation. Some of the paper was already in the trash. I



Pier 64's deck being removed, April 12, 2006.

scrounged it all up, and removed all that I could find. The man in the office gave me any other paperwork that he came across.

By the end of the summer, the shop had been cleaned up, and all scrap material thrown out. The whole pattern room was empty. I had spent about half of my summer in Trenton. The shop was made ready for the auction at the end of September which I attended. I actually had to buy three anvil transport carts that I missed somehow. After the auction material was removed, Mr. Russo again gave me access to the shop to take anything that remained. I removed a 5,000-lb. steel table, and some of the hardware left in the stock bins. I spent two days filling my truck and trailer with miscellaneous material. Finally, in late October 1999, I left the building for good. It was a sad ending to an absolutely marvelous six months.

As all the Fisher stuff was brought home, I washed the dust off, cataloged it and came to the realization that I am now the caretaker of this part of NJ Industrial History. I have spent the last four years learning all that I can about this company. I have built a 4,000-sq. ft. building to house the artifacts. I am still sorting the paperwork. And I have been on a quest to try to obtain a sample of all of the different anvils, vises, and other products that Fisher made. Through eBay, many friends, ABANA contacts, auctions, garage sales, and contact with many people on the Keenjunk website, I have spent a small fortune to put together a large, heavy collection of Fisher anvils, many of which are unique. This material will be housed in my building, and be available for visits. It is not a public museum; zoning and other considerations prevent this, but the material is there, and will be ready to display by next summer. I am also writing a book on the history

and products of the Fisher and Norris Anvil Co. I am always looking for any Fisher products, or any history or anecdotes of the company. Please feel free to contact me anytime at Fnanvil@aol.com.

I first showed up in Trenton in late March, and by July most of the building had been emptied of wood and paper. If I had not been there, all of this material would have been tossed in the trash. This is one occasion that I feel Murphy's Law did not apply. I got there in time, not a day or week after everything was trashed. I beat Murphy, and the summer adventure of 1999 changed my life and bank account forever.

Pier 64 Changes

The demolition of the piershed at Manhattan's Pier 64 at 24th St. on the Hudson River got underway at the end of March. After the shed was removed, the concrete deck was also demolished. The deck will be replaced after new concrete piles are installed. Originally, the pier was supported by wooden piles.

Once the deck is replaced, grass and a grove of trees will be installed to encourage passive recreation and enjoyment of the river views. It is part of the Chelsea Waterside Park section of Hudson River Park. This section includes Piers 62, 63 and 64. A future newsletter will cover the eviction of historic ships from Pier 63 and planned changes there.

The 20th-c. Pier 64 was 538 ft. long and 80 ft. wide with a piershed two stories in height supported by a steel frame. The steel skeleton, including the trusses supporting the roof, were the distinctive feature of the National Register-eligible piershed before its demise. The headhouse at the shore end of the piershed, demolished some years ago, had two floors.

This pier's purpose was the "receipt and shipment of general cargo in foreign trade; passengers" according to the 1953 Port Series. It was owned by the City of New York and leased to various steamship companies. According to sources from 1919 and 1926, it was occupied by Anchor Steamship Co. The Anchor Line steamers, Caldedonia, Astoria, Columbia and Furnessia, traveled to Glasgow and Londonderry from this pier. By 1932 it was occupied by the Munson Steam Ship Co. and by 1953 and it was used by the Panama Canal Co.

PUBLICATIONS

Hudson Valley Ruins: Forgotten Landmarks of an American Landscape

By Tom Rinaldi and Rob Yasinsac
(University Press of New England, 2006). \$35.

The authors share their fascination with dozens of once grand--but now abandoned--buildings and sites dotting the Hudson River landscape through hundreds of photographs and descriptions of the ruins' historical and architectural significance. Included are the former West Point Foundry site in Cold Spring, NY and Yonkers' Glenwood Power Station, once the source of power for trains of the New York Central and Hudson River Railroad and now abandoned. (RCSIA has urged the City of Yonkers to give this building landmark status.) The book is available at Urban Center Books in Manhattan and for a discounted price from Amazon.com

722 Miles: The Building of the Subway and How They Transformed New York

By Clifton Hood (Johns Hopkins University Press, 2004 paperback reprint) \$18.95.

Originally operated as three separate lines (Interborough Rapid Transit, or IRT; Brooklyn-Manhattan Transit, or BMT; and the Independent System, or IND), by the 1940s the New York City subway system stretched 722 miles. In this definitive history, Clifton Hood traces the complex and fascinating story of one of the urban engineering marvels of the 20th century and the ways it led to an expansion of the metropolitan area. Hood is an assistant professor of history at Hobart and William Smith Colleges in Geneva, NY. He was formerly a curator of the LaGuardia Archives at LaGuardia College, CUNY.

Hudson River Online

A coalition of historical societies, libraries, and colleges along the Hudson have collaborated to build a website of sources on the history of the Hudson River.

To learn more, read the article at http://www.dailyfreeman.com/site/index.cfm?newsid=16769154&BRD=1769&PAG=461&dept_id=74969&rfti=8

The website itself is at www.hrvh.org and allows you to search for digitized images, texts, and audio/video recordings.

ANNOUNCEMENTS

Join ASNJ and ESAF

Please consider joining (or renewing your membership in) the Archaeological society of New Jersey.

2006 Membership Fees

Active.....	\$ 20.00
Institutional.....	\$ 25.00
Family.....	\$ 25.00
Student*.....	\$ 15.00
Sustaining.....	\$ 30.00
Life.....	\$1000.00

*Student Memberships requires a photocopy of a valid Student ID

Make checks payable to: Archaeological Society of NJ and return to: Matt Tomaso, 515 Pompton Ave 2nd Floor, Cedar Grove, NJ 07009.

More information on ASNJ is available at <http://www.asnj.org/>

ASNJ members receive 20% off an individual or institutional membership in the Eastern States Archaeological Federation (ESAF), with the discount supporting the ASNJ research fund. To take advantage of this offer, send ESAF dues to the ASNJ Treasurer (above), making the check payable to ASNJ. The application will be forwarded to ESAF after depositing \$6.00 or \$8.00 into the ASNJ research account.

The Eastern States Archeological Federation (ESAF) is an organization of state archeological societies in the eastern U.S. ESAF was organized in 1933/34 to provide an exchange of archeological information among archeologists and state archeological societies. With a membership of 15 state societies and over 500 individuals, ESAF continues to be a national organization that fosters cooperation and information exchange among all people working in archeology as well as supporting public participation in all archeological activities.

2006 membership dues are \$30 for individual or \$40 for institutions. Membership includes Archaeology of Eastern North America (ANEA) published annually in November, Proceedings of the Annual Meeting, call for papers, program for the Annual ESAF Meeting held in November, and special mailings.

For more info, see <http://esaf-archeology.org/>

Online Forum

Preservation NJ is pleased to announce a new online forum: www.preservationnj.org/magazine/forum. You can follow discussions about timely and important preservation issues and tools. Anyone can join the Community and read the Forum's postings. A recent conversation focused on the teardown trend and one NJ community's online mapping of the teardowns that are changing the face of the town. PNJ Members can register

to post responses or new topics, including upcoming preservation and history-related events that are important to you and your community.

Roebling Chapter SIA Officers

President	Mary Habstritt
Vice President	Lynn Rakos
Treasurer	Kevin Pegram
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.

A downloadable chapter membership form and general information about the SIA are available at www.siahq.org.

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UPCOMING EVENTS

2006

Dec. 2 Rutgers Curator's Tour
New Brunswick, NJ

2007

Jan. 28 Annual Chapter Meeting
TBA

June 7-10 SIA National Conference
Philadelphia

ROEBLING CHAPTER NEWSLETTER is published four times per year by the Roebling Chapter, Society for Industrial Archeology, c/o Mary Habstritt, 40 W 77th Street, 17-B, New York, NY 10024. e-mail: RCSIAprez@aol.com.

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FIRST CLASS MAIL

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