

# ROEBLING CHAPTER

## Society for Industrial Archeology

September 2007

Vol. 16 No. 3

### CHAPTER EVENTS

#### ***Light Rail to Roebling, New Jersey***

*Saturday, October 13, 2007, 12:30 – 4:30*

*(Note below that the RiverLINE trips leave earlier and arrive in Roebling at 12:30).*

*This is a Joint Excursion of the Roebling and Oliver Evans Chapters. There is a \$10 fee.*

Join us for a trip along New Jersey's oldest rail line, the Camden & Amboy, (now NJ Transit's RiverLINE) to the village of Roebling. Charles G. Roebling chose this site on the Delaware River below Trenton in 1904 to build the John A. Roebling Sons' steel mill and workers' village. Members of the Roebling Historical Society, including former mill workers, will take us on a walking tour of this remarkably intact company town. Clifford Zink, architectural historian and consultant to the Main Gate House Museum, will provide an overview of the Roebling Steel Mills and John A. Roebling Company history. In 1999 the EPA made the former Roebling Steel Mills one of the first ten Superfund sites to be included in its new Superfund Redevelopment Initiative. Part of that redevelopment is the proposed Main Gate House museum devoted to telling the story of the Roebling steel mills, the workers, and the town. The mill site is off limits to group tours until the EPA finishes its cleanup next year, however several large artifacts are already on display, including an 80 ton steel-cast fly wheel, 28 feet in diameter. Our tour of Roebling will include a visit to a former plant supervisor's house, a peek at the records of the John A. Roebling Company, and a stop at Pinto's Hardware Store, the former maintenance yard for the steel mills. This tour is much the same as the Roebling tour enjoyed by attendees of the National SIA conference in June.

The \$10 tour fee (cash or check) payable directly to the Roebling Historical Society will include a snack. Please reserve a spot by calling Ingrid Wuebber's cell phone @ 609-954-5442. You can meet the RiverLINE tour in Pennsauken or Trenton at the times specified below or meet at the Roebling RiverLINE parking lot at 12:30. Leave time to buy your RiverLINE ticket (\$1.35 one-way).

#### **DIRECTIONS:**

##### **Coming from the south and Philadelphia:**

Historian, Paul Schopp will narrate the Northbound RiverLINE trip to Roebling. Meet at the Route 73/Pennsauken Park & Ride. Plenty of free parking. There are two options for those coming from the south:

**Option 1:** Meet Paul on the train platform of the Route 73/Pennsauken Park & Ride in time to buy a ticket and catch the 11:03 Southbound train to Camden and get a one-hour, round-trip tour of the lower end of the RiverLINE. Train will arrive back at the Park & Ride at 12:03.

**Option 2:** Meet Paul on the train platform of the Route 73/Pennsauken Park & Ride in time to buy a ticket and catch the 12:03 Northbound train to Roebling. Train will arrive at Roebling at 12:37.

##### **Coming from the north and New York:**

Historian, Ingrid Wuebber will narrate the Southbound RiverLINE trip to Roebling. Meet Ingrid on the RiverLINE platform directly across South Clinton Avenue from the Trenton Train Station in time to buy a ticket and catch the 12:15 train. Train will arrive at Roebling at 12:30. If coming from NYC by rail, the NJ Transit Northeast Corridor (Trenton) train leaving Penn Station at 10:14 arrives in Trenton at 11:39 (please check w/ NJT as their schedule may change). Please note: RiverLINE parking lot in Trenton is small and charges \$10. Call Ingrid for information on parking in Trenton.

##### **Driving Directions to Route 73 Pennsauken Park & Ride:**

From NY/NJ: Take NJ Turnpike South to Interchange 4, the Route 73 exit. Follow signs for Route 73 towards Camden/Philadelphia. Follow Route 73 North approximately 6 miles to River Road ramp toward Camden. Park & Ride lot is about    mile down River Road on your right. From PA: Take the Tacony/Palmyra Bridge to New Jersey. Exit onto River Road toward Camden. Park & Ride lot is about    mile down River Road on you right.

##### **Driving Directions to the Roebling RiverLINE parking lot:**

From NY/NJ: Take NJ Turnpike South to Interchange

6 towards PA Turnpike/US 130/Florence. Follow US 130 North toward Bordentown for 1.5 miles. Turn left onto Hornberger Avenue at light at Sunoco Station. Parking lot is on your right past the RiverLINE tracks. From PA: Take PA Turnpike East to New Jersey. Exit onto US 130 North toward Bordentown. See above.

## **Schoen Trimming & Cord, Co.**

*West 25th Street, Manhattan*

*Monday, October 15, 10 – 11 AM.*

*Please Note: Reservations are required due to limited space!*

**T**he Schoen Company has been in business for over 60 years and is one of an ever decreasing manufacturing concern to remain in Manhattan. They produce tassels and cords by hand and on century-old machines. The hand techniques used for making cords are similar to those employed for thousands of years. Owner Marty Silver will lead us on a tour of this integrated facility.

Due to limited space in the factory just ten (10) RCSIA members can attend this free tour. Please reserve your space and get meeting location by calling Lynn at 917-515-4154.

## **Star Porcelain**

*101 Muirhead Avenue, Trenton, NJ*

*Monday, November 12, 11:00 – 2:00.*

*Free for members; \$10 for non-members.*

*You might want to bring a snack.*

**S**tar Porcelain was founded in 1899. It was a job shop, making 'Electrical Specialties' - ceramics such as insulators, sockets, and fixtures for holding heating coils. The insulator business diminished after WWII as polymers became common, but the high temperature structures are still required, and production continued until 2003. The building grew organically into a complex warren of about 175,000 square feet. Molding, drying, deburring, glaze mixing, and glazing were done on the second floor, with product traveling through the process on trays carried on trolleys pushed around manually on an extensive overhead monorail system. Firing took place on the first floor in a long tunnel kiln. Also on the first floor were the offices, mold shop, and shipping,

receiving and warehousing. In an attic-like third floor were ventilation and elevator equipment and a break room, and in the basement were records storage and the bottoms of some of the material handling systems.

In 2006 the facility was cleaned out and rented as warehouse space, with the first floor now being quite full of industrial racking. The clay mixing building was emptied out and the equipment scrapped, and the older, long disused, tunnel kiln was removed. Almost all the rest of the larger equipment is still in place, as is the monorail system. The working tunnel kiln, built in the 1970's, is intact, as is the mold storage area, filled with hundreds of molds. The tour will follow the monorails from molding on through drying, deburring, glazing and firing. In addition we'll see the old air compressors, ventilation equipment, elevators, mold shops, lab area, record vault, drawing files that go back to at least the 1920's, and a mysterious dungeon-like room, lately used for mold steel and foundry pattern storage. There are sample boards intact with examples of hundreds of the different finished products produced over the years. This tour will be led by RCSIA member Chuck Taylor.

### **Directions:**

Muirhead Avenue is not far from the Perry Street exit off of US Rt 1. For directions please go to Google maps (see below) or call Lynn (917) 515-4154.

<http://maps.google.com/maps?q=101+muirhead+avenue%2C+trenton%2C+nj&sourceid=>

**By Rail:** The walk from the Trenton train station is about 20 minutes. Leave the station and walk north on North Clinton Ave (past the cemetery), to Ott, make a left on Ott, then a right on Muirhead.

## **Thomas A. Edison Memorial Tower & Menlo Park Museum**

*37 Christie Street, Edison, NJ*

*Saturday, November 17, 11:15 – 12:45.*

**T**homas Alva Edison earned the nickname "The Wizard of Menlo Park," due to the myriad of inventions he devised and patented. But just where is Menlo Park? It is a section of what is now Edison Township, NJ. While none of Edison's original 1876 lab remains standing (remnants of the original structures were shipped in the 1920s to Dearborn, MI under the direction of Henry Ford where the buildings were recreated as part of Greenfield Village), much of the site remains as a park. This location is where Edison created what is often attributed to be the world's first industrial research lab. Commemorating the location where Edison worked on some of his remarkable inventions such as the phonograph and the first practical incandescent light bulb, is a 131 foot tall memorial tower, sup-

## **Drew Symposium**

**T**he 27TH Annual Drew Symposium on Industrial Archeology in the New York - New Jersey Area will be held on Saturday, October 27, 2007 at the Hall of Sciences, Drew University, Madison, NJ from 9:30 AM to 5 PM. Look for your flyer in the mail.

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porting what is said to be the world's largest light bulb, and a small but very interesting museum. The site was recently designated a landmark by the Institute for Electrical and Electronic Engineers (see RCSIA Newsletter Nov. 2006, Vol. 15, No. 3). Jack Stanley, Curator, will lead us on a tour of the property and the museum filling us in on Edison's inventions as well as providing stories about Edison, the businessman, family man and inventor. This tour is free to all.

### **Directions:**

By car: Garden State Parkway (North or South) to exit 131 (Not 131 A or 131B); bear right on ramp which puts you on Rt. 27; from the south you go through 2 lights, from the north you go through just one light at Wood Ave. After Wood Ave, go 3 streets to Christie where you turn right and go up hill to museum. By rail: The 10:14 train from New York Penn Station on the Northeast Corridor (Trenton) line arrives at the Metropark station at 10:56. Walk to museum is about 10 minutes. Leaving the station, go to your right taking the sidewalk to Wood Ave., turn right on Wood, go under railroad to 1st light which is Rt. 27, turn left on Rt. 27, walk 3 block to Christie St., turn right and walk up hill to museum. Please be very careful walking on Rt. 27 as sidewalks are sporadic.

## **CHAPTER BUSINESS**

### ***Call for Nominations – Chapter Offices***

**E**lection of the chapter officers will be held at the Annual Business Meeting in January (date yet to be determined – the formal notice of the meeting will be in the December newsletter). Nominations for all four elected offices – President, Vice-President, Treasurer and Secretary – are sought as all officers serve one-year terms. All current officers are eligible to run again.

All chapter officers must be members in good standing of the national Society for Industrial Archeology and well as of the chapter. Please nominate candidates by sending names of worthy chapter members to the Nominating Committee Chair Tom Flagg no later than December 15, 2007. Tom may be reached at [tflagg@sunyopt.edu](mailto:tflagg@sunyopt.edu) or (212) 938-5778.

## **OBITUARY CARTER LITCHFIELD**

**C**arter Litchfield passed away suddenly on May 9. He was a long-time SIA member (over three decades) and a member of the Roebling and Oliver Evans chapters. Carter was a professor of chemistry

who taught at Rutgers University for many years. In retirement he ran Olearius Editions, a small press that specialized in the history and manufacture of vegetable oils and fats. Among his several outstanding publications was *The Bethlehem Oil Mill, 1745-1934: German Technology in Early Pennsylvania* (1984). The study of the Moravian mills presented for the first time English translations from German text, highlighting in detail the artisanship and craft of these colonial settlers. It was a model of meticulous scholarship with outstanding graphs and illustrations. For the past decade, Carter had been working on a comprehensive gazetteer of New Jersey linseed oil mills, which was nearing completion. He was always very generous with his in-depth knowledge of the oil industry and of milling in general, and he took an earnest interest in others' IA research, often with a helpful tip or clue to a hard-to-find source. Carter and his wife Carol, a biology professor and an expert in the history of salt, moved from Pennsylvania to Virginia some years ago. He was a regular at SIA conferences and tours, presented papers, and served on several SIA committees, including the Vogel Prize Committee. Carter's will stipulates that a portion of his publishing enterprise will devolve to the SIA. (Obituary kindly provided by Patrick Harshbarger, SIAN).

## **ANNOUNCEMENT**

### ***Mystery Book in the Mail***

**I**t was likely a surprise for you all, and hopefully a pleasant one, to receive a book in the mail called "Where Water Meets Land: Historic Movable Bridges of Connecticut." This book, written by Bruce Clouette and published by the Connecticut Department of Transportation in cooperation with the Federal Highway Administration, was provided to us by the Connecticut State Historic Preservation Office (SHPO). They had quite a few copies on hand and David Poirier, Staff Archaeologist at SHPO, thought of the SIA and its local chapter members as folks with an interest in such a topic. We provided Mr. Poirier with a set of our mailing labels and he kindly provided us each with the book. Happy reading and thank you to Mr. Poirier and the Connecticut SHPO!

## **TOUR REPORT**

### ***MacDonald/Klines Sawmill***

**D**espite heavy rain and a few bouts of thunder a group of about 20 intrepid RCSIA members toured the MacDonald/Klines Sawmill in Bedminster Township, New Jersey on 29 July. We were ably led by Tom



*The MacDonald/Klines Sawmill is an amazing example of a water powered mill with many elements of its water powered machinery still in place.*

Buckingham of the Green Brook Township Historical Society to this gem of a rural industrial resource. This timber frame “up and down” sawmill is in a remarkable state of preservation and is truly unique.

As early as 1744, Col. William MacDonald operated a sawmill in this reach of the North Branch of the Raritan River. The present structure likely dates to the last half the 19th century. The sawmill has changed little since then and its water power system is largely intact. There is also the potential for significant archeological remains of earlier manifestations of the hydropower system and other mill seats preserved nearby under riverine silts. Two dwellings are located near the mill. One, a small one-story structure is said to have been the miller’s house but it might have served as a storage building. The second dwelling is a much larger farmhouse. This preserved rural landscape provides a welcome step back in time from the busy streets of densely developed central New Jersey.

Our members were delighted to see the level of preservation of the equipment including the turbine and reciprocating saw. Bierce Riley indicated that the turbines, castings and power take-off were likely manufactured by Bartley in the Bartleyville section of Mt. Olive Township, Morris County, NJ. William Bartley held a patent on a turbine design and is known to have retrofitted mills with

turbines, which were more efficient than traditional vertical waterwheels. A rarity is that the sheet-metal housing of the turbine remains, although somewhat deteriorated. It is likely that beams as opposed to planks were cut here. The mill was converted in the 20th century to supply DC current to the nearby houses which probably facilitated its preservation. The generator remains in the mill.

RCSIA strongly encourages the property owners to pursue avenues of funding for the preservation of the MacDonald/Klines Sawmill. Without further maintenance the structure will gradually deteriorate and an important piece of Somerset County and the State of New Jersey’s industrial heritage will be lost. Public access and interpretation of the overall site is also encouraged as the mill provides an important touchstone to our now largely destroyed historic rural industries and their associated landscapes. RCSIA thanks Tom and the property owners for providing the chapter with this unique opportunity to visit the MacDonald/Klines Mill!

## OTHER EVENTS

### *The Camden & Amboy Railroad Symposium*

*Saturday, November 10*

This day long event, presented by the Camden & Amboy Railroad Historical Group, is being held to commemorate the 175th anniversary of the first run of the John Bull locomotive. Presentations will include such topics as the building of the C&A, the role of the Stevens family on the technological development of RRs in NJ, the history of the John Bull, the relationship of the RR to the Delaware and Raritan Canal, among others.

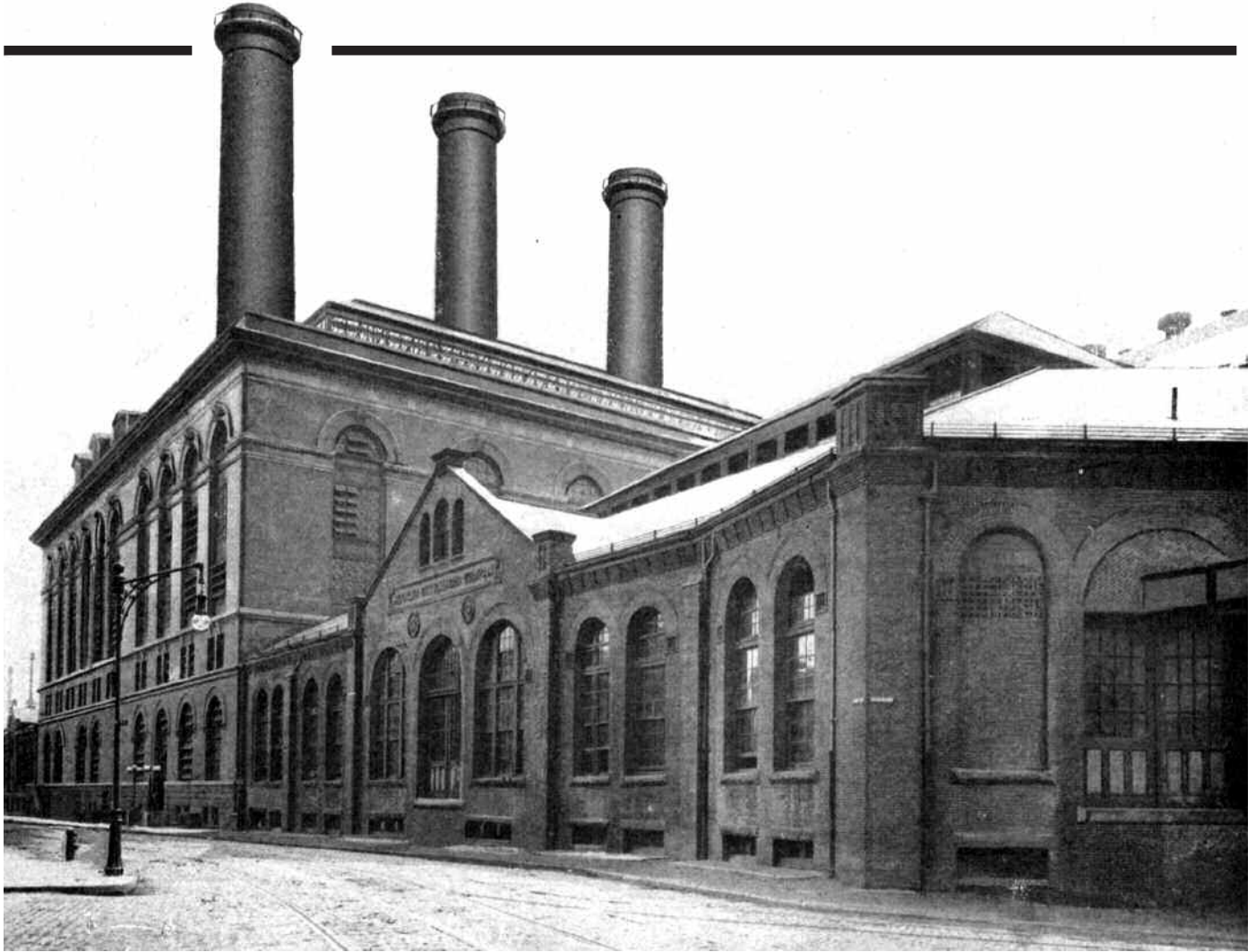
Fare: \$30.00 non-members, includes registration, lunch and a one year membership. The time and location of this event have yet to be determined. Please contact Mark Liss, Symposium Coordinator for more information at (609) 443 – 4000 ext. 210 (daytime) or (215) 757-6631 (evenings) or via e-mail at [mbliss@verizon.net](mailto:mbliss@verizon.net).

## HISTORIC PRESERVATION COMMITTEE NEWS

### *Preservation Alert! Kent Avenue (BMT) Powerhouse*

*By Mary Habstritt*

We have heard from a reliable source that asbestos abatement is beginning at the Kent Avenue Powerhouse in preparation for removal of equipment prior to demolition of the building for construction of



*The 1905 Kent Avenue Powerhouse is shown shortly after completion with the 1893 Brooklyn City Railroad power plant which it adjoined. The 1893 power plant was replaced in 1936 with an addition to the 1905 building. From *Electric Power Plants: A Description of a Number of Power Stations*, designed by Thomas Edward Murray (1910), courtesy [archiveofindustry.com](http://archiveofindustry.com)*

luxury residential units. Some of the equipment at the site includes dynamos from Edison's historic Pearl Street Station which were salvaged and stored here. These dynamos and other historic equipment are to be saved but, at this writing, it is not known where they will be deposited. Nor is it known whether any part of the monumental building will be preserved.

The 1905 central station stands on the south Williamsburg waterfront at Kent and Division Avenues. The stout stone foundations, brick walls, and 4-story-high arched windows trimmed in cream-colored terra cotta speak of the power within. The complex was built to provide electricity to the streetcars and elevated lines of the Brooklyn Rapid Transit Company (BRT). The 1936 addition at the north end is tucked in respectfully behind the 1905 portion and stands on the site of an even earlier 1893 power plant built for what was then the Brooklyn City Railroad Co. The many layers attest to the importance of a waterfront location where coal to fuel the boilers came in by barge, river water was available to condense steam, and ashes could

be hauled away by scow.

It was designed by Thomas Edward Murray, an engineer and inventor who is second only to Thomas Edison in the number of patents (1,100) granted to him. Raised in Albany, he began working at the Municipal Gas Co. there in 1887. He rose quickly through the ranks and was soon consulting at other utilities owned by Anthony N. Brady, including Troy Electric Light Co. and the Kings County Electric Light and Power Co. He had a part in consolidating Brady's electric companies in Brooklyn and in the formation of the Edison Electric Illuminating Co., later Brooklyn Edison Co. Soon he was involved in consolidating electric companies in Manhattan and by 1900 was second vice-president and general manager of New York Edison Co. When the New York and Brooklyn Edisons merged in 1928, he became vice-chairman of the board. The city's greatest electric power stations were built under his direction including Waterside No. 1 and No. 2 (recently demolished), Sherman Creek (razed), Hell Gate (razed), Hudson Avenue (recently altered), and East River (at 14th St.)

stations. All along the way, he was running his own engineering and manufacturing companies on the side.

His original 1903 proposal for the Kent Avenue Powerhouse, then being called the Williamsburg Power House, suggested that turbines would provide the greatest economy by generating the most kilowatts for the amount of floor space occupied, an important consideration on the confined lot, but he felt they were too experimental and untried to be seriously considered. By the time he wrote the specifications for the plant in 1905, however, 5,500 kW turbines manufactured by Westinghouse and Allis-Chalmers were planned. In the end, even bigger turbines, 7,500 kW units from Westinghouse were installed, as well as one 5,500 kW unit from Allis-Chalmers. Obviously, the technological landscape was changing quickly.

In 1913, a deal, known as the Dual Contracts, was struck to unite the IRT (Interborough Rapid Transit) and the BRT as part of a major expansion of the subway and elevated lines. Because the agreement locked in fares, the BRT quickly went bankrupt and re-organized as Brooklyn-Manhattan Transit (BMT) in 1923. During the BMT period, the powerhouse was the site of a 1937 sit-down strike that was instrumental in recognition of the Transport Workers Union in representing city transit workers.

New York City purchased the assets of the IRT and BMT in 1940 and united them with the city-built Independent line (IND) to create a unified transit system. The city sold the Kent Avenue powerhouse to ConEd in 1950 and that company operated it until 1999. It has been vacant since.

#### Sources:

“The New Williamsburg Power Plant of the Brooklyn Rapid Transit Company,” *The Engineering Record*, September 25, 1905, pp. 354-358.

*Electric Power Plants: A Description of a Number of Power Stations*, designed by Thomas Edward Murray. (New York: Thomas Edward Murray, 1910)

*Report on the Power Station Possibilities of the Kent Avenue Property of the Brooklyn Heights Railroad Company*, by Thomas E. Murray, consulting engineer. (Brooklyn?: 1903)

*Specifications for the Williamsburg Power House of the Transit Development Company*, by Thomas E. Murray, consulting engineer. (New York: 1905)

Dictionary of American Biography. (New York: Scribner’s)

*Some of this information was compiled as part of a project for the Municipal Art Society.*

## Smoky Seat of Manufactures Endangered

By Mary Habstritt

On June 14, 2007, the National Trust for Historic Preservation announced that Brooklyn’s industrial waterfront led the 2007 list of America’s 11 Most Endangered Historic Places.

The Trust summed up the situation this way, “Once a booming 19th-century industrial waterfront supported by generations of immigrants, Brooklyn’s heritage is at risk as historic dockyards and factories are being demolished by developers anxious to cash in on the area’s newly hip status.”

In defining the threat, the Trust cited the average four building permits and five demolition permits issued per day for Brooklyn in 2005. The immense re-zoning of 180 acres along the Greenpoint-Williamsburg waterfront in 2005 was credited with causing demolition of historic manufacturing buildings to make way for residential units. In addition to the loss of historic structures and neighborhood character, many of these buildings have been re-used by small manufacturers and their demolition means the loss of industrial jobs.

The Trust called upon the city to build upon its past leadership in preserving such former industrial areas as Soho and Tribeca and pursue more designations of historically significant industrial sites, and to plan comprehensively for appropriate growth and development.

The nomination of Brooklyn’s industrial waterfront to the list was initiated by the Municipal Art Society. Letters supporting the nomination came from the Waterfront Preservation Alliance of Greenpoint and Williamsburg, the DUMBO Neighborhood Association, and the Roebling Chapter, Society for Industrial Archeology.

In the Roebling Chapter’s letter of January 17, 2007, such historic industrial assets as Brooklyn Bridge, Cass Gilbert’s Austin, Nichols & Co. Warehouse, Graving Dock No. 1 of the former Todd Shipyard, the National Cold Storage Co. Complex, and Domino Sugar were discussed. Then-president Mary Habstritt went on to say,

*“Many of these sites are significant beyond New York City. Atlantic Basin, for instance, was developed beginning in 1841 and is possibly the earliest U.S. example of a European-style protected harbor. It was the earliest freight terminal on New York harbor and the leading grain terminal in the port in the 19th century. Its continued use as a freight terminal is threatened by the city’s plans to re-*

develop piers 7 through 12. *National Cold Storage, eligible for the National Register of Historic Places, is an example of adapting 1870s Brooklyn stores (the classic homegrown warehouse) for an early 20th-century refrigeration plant. With original equipment still in situ, it offers the chance to document and interpret a significant port industry. It is to be demolished as part of Brooklyn Bridge Park because developers could not envision re-using it for the planned hotel that is necessary to make the park self-supporting.*

*Some sites are undoubtedly world-class. Domino Sugar was once the world's largest sugar refinery, leading the Brooklyn Eagle to call the Williamsburg waterfront the greatest sugar refining center in the world in the 1880s. By 1907 the Sugar Trust, based there, controlled 98 percent of the sugar consumed in this country. When Revere Sugar in Red Hook is demolished (a demolition permit has already been issued), Domino will be the last refinery standing in Brooklyn. Its current owner plans a residential development and makes no promises to preserve any of it. Likewise, the graving docks of the Todd Shipyard were once the largest in the world and Graving Dock No. 1 continued to be the largest privately owned dry dock on the Atlantic coast up to the present day. Still useful for ship repair, its days are numbered as plans to fill it for an IKEA parking lot come to fruition.*

*Our hope is that adding Brooklyn's industrial waterfront to the 11 Most Endangered list will result not only in increased visibility for these sites and the stories they have to tell us of New York's industrial past, but will help facilitate serious examination of how to preserve, continue to use, and re-use these structures so that their stories can be told to future generations of Americans."*

To tell some of these stories to the media and the public, the Municipal Art Society created a website with a waterfront map that includes photographs and short histories of Brooklyn industrial sites from Newtown Creek to the Brooklyn Army Terminal. It can be found at [www.saveindustrialbrooklyn.org](http://www.saveindustrialbrooklyn.org). Mary Habstritt was a paid contributor to the website.

## **Domino Update**

**R**CSIA has been continually involved in monitoring and commenting on plans to develop the former

Domino Sugar refinery site in Williamsburg, Brooklyn. In early July, the development partnership, led by CPC Resources, released details of its plans. Called the "New Domino," the proposed project includes preservation of the three central refinery buildings: the Filter House, Pan House, and Finishing House, retaining the iconic oval stack. This refinery complex would be surrounded by towers of varying heights containing over 2,000 residential units. The tallest of these would be 40 stories, dwarfing the stack and rising above the height of the nearby Williamsburg Bridge.

Since the beginning of the year, RCSIA has been represented by Mary Habstritt at several events to raise interest in preservation of Domino and at hearings before city commissions. These have included the Domino Bake Sale sponsored by the City Reliquary, a storefront museum in Williamsburg. The evening included presentation by Mary on the Havemeyer family and their role in founding the refinery and the Sugar Trust, as well as local speakers on preservation and zoning issues related to the site. The historical narrative inspired a Don't Demo Domino rally on June 3 at Grand Ferry Park, just north of the refinery. Indie bands were introduced by preservationists who talked briefly about the historical significance of the sugar plant. Admission to the rally was signing a petition to the New York City Landmarks Preservation Commission (LPC). A great time was had by all and over 850 signatures were gathered.

LPC called a public hearing on June 26 to hear testimony on designating the three central refinery buildings as landmarks. RCSIA urged the commission to consider the entire complex, citing the State Historic Preservation Office's determination that the entire plant, demonstrating the development of an industrial complex over time, was eligible for the National Register of Historic Places. In addition, Mary urged them to consider the status of former Domino buildings outside of the site owned by the developer, including a former gasworks on S. 4th Street. The Municipal Art Society (MAS), Waterfront Preservation Alliance of Greenpoint & Williamsburg (WPA), Historic Districts Council (HDC), and the New York Landmarks Conservancy, among others urged consideration of more than just the three refinery buildings, mentioning the Bin Structure, which holds the well-known lighted Domino Sugar sign, and the 19th-century Power House and Adant House. A vote on designation is expected by autumn.

On July 31, the New York City Planning Commission held a scoping hearing on the Draft Environmental Impact Statement (DEIS) for the Domino site. Because it is still zoned for manufacturing, the site must be re-zoned

before residential development can take place and an environmental impact statement (EIS) is required as part of the re-zoning process. The hearing allowed the public to testify on the scope of the work to be done in determining the environmental impact of the development. RCSIA asked, among other things, that a full documentation of the site under the Historic American Engineering Record program of the National Park Service be completed. This particular requirement was included in testimony from MAS, WPA, and HDC as well.

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## UPCOMING EVENTS

### 2007

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|-------------|--|
| October 13  | Light Rail to Roebing, NJ                |
| October 15  | Schoen Trimming & Cord Co.               |
| October 27  | Annual RCSIA Symposium<br>on IA at Drew  |
| November 12 | Star Porcelain                           |
| November 17 | Edison Memorial and Menlo<br>Park Museum |

## Roebing Chapter SIA Officers

President	Lynn Rakos
Vice President	Tolga Morawski
Treasurer	Kevin Pegram
Secretary	Aron Eisenpress

The Roebing Chapter official telephone number is the cell phone of the President: (917) 515-4154. Please leave a brief message on the answering machine.

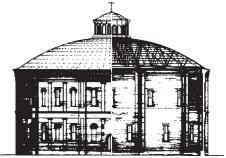
Membership is \$10.00 per year, payable to RCSIA, c/o Aron Eisenpress, 235 West End Avenue, Apt. 14-C, New York, NY 10023.

A downloadable chapter membership form and general information about the SIA are available at [www.siahq.org](http://www.siahq.org).

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**AN OFFICIAL CHAPTER OF THE  
SOCIETY FOR INDUSTRIAL  
ARCHEOLOGY**



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