

ROEBLING CHAPTER

Society for Industrial Archeology

December 2012 – Vol. 21 No.3

The 32nd Annual

GREAT FALLS SYMPOSIUM

The 32nd annual symposium – The Great Falls Symposium – took place on Sunday, November 11th at the International High School in Paterson. This was the third symposium in Paterson, and just a short walk away from the actual Great Falls. Some 60 attendees were treated to the day's full program:

IA is Now in Motion: Here's how to keep up!

by Jim Mackin, RCSIA President

In memory of the life and times of Patricia Condell

Gianfranco Archimede and Lynda DeVictoria

Tobacco in a Botanical Garden? - The 1840 Lorillard Snuff Mill

Wayne Cahilly, Consulting Arborist

Saving Barge 79: What it takes for a wooden artifact to reach 100

David Sharps, Preservationist and Juggler of Many Things

Evolution of the CNJ Jersey City Terminal:

From Fishing Grounds to Giant Rail Terminal to Nature Park to ??

Capt. Bill McKelvey

Some IA Exploration:

The Rogers Storage Building Tour – Our Future Venue?



RCSIA President Jim Mackin speaks at the 32nd Annual Symposium.

The morning presentation by Jim Mackin showed the wide variety of industrial-related videos that are readily available on youtube and similar sources. In fact, Jim was spurred on from the many videos that were being circulated amongst Roebbling chapter members.

Many of the videos were current and ranged from the Bayonne Bridge to the Walkway-Over-The-Hudson, but some historical videos of early trains were shown as well. A presenter from last year, Steve Gross, came to the stage to provide commentary on the Greenwood Lake Rocket Mail video.

Next, Mary Habstritt gave a presentation on LILAC and how it was impacted by the recent hurricane Sandy. Her discussion covered the fate of other harbor ships that seemed to fare reasonably well as they were in the water.

The break for lunch enabled old friends to get together and share their common interests in industrial pursuits. As usual, the tables outside the auditorium were filled with an incredible amount of books, brochures, postcards, and the like connected to all the facets of industrial heritage.

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Next Years Symosium

The Rogers Storage Building

After completing our third Great Falls Symposium at the International High School auditorium in Paterson, most of you have heard of or seen the Rogers Locomotive Storage Building by now. This excellent rehabilitation project is no more than a

month from completion, and may be the site of our upcoming annual meeting in January 2013. The building was rehabilitated for reuse as

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The Rodgers Storage Building.

FOR THE LATEST ON UPCOMING EVENTS

WATCH THE ROEBLING CHAPTER WEB SITE FOR DETAILS – roebblingsia.org

THE RODGERS STORAGE BUILDING



The newly restored Rodgers Storage Building interior.

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conference and flexible use space, which is just right for future symposiums, so we hope to give it a try next fall. This article points out the context and significance of the building.

Thomas Rogers established the Rogers, Grosvenor & Ketchum Works in 1832 in the Jefferson Mill, one of the first large stone mills situated along the S.U.M.'s newly-completed upper raceway. The Jefferson Mill later burned down, but its site is in the same vicinity of the 1881 storage building later constructed over the upper raceway. Over the next twenty years until Rogers' death in 1856, the company filled many of the first orders for American locomotives and their associated parts. Thomas Rogers' son, Jacob Rogers, took on his father's legacy in the prosperous and growing business and reorganized it as the Rogers Locomotive & Machine Company. Truly the steam locomotive was at this time just at the beginning of the profound impact it had on an international scale. Production demand for locomotives was so great, that although several of the technical managers at Rogers went on to establish their own competitive businesses right next door, the Rogers campus also required almost continuous expansion. Large orders from the U.S. government for locomotives during the Civil War period thrust the company into a scale of production that required all available space to be dedicated to those operations, leaving the firm to phase out its machining functions in preference of strictly locomotive manufacturing by 1869.

Expansion episodes at Rogers were in response to technological advances, production demand or to losses by fire. A

major expansion took place in 1869-72 when many of the first buildings housing the various functions of production were demolished in preference of taller, brick structures designed in the latest style and technology, known as slow-burning mill architecture. Although the buildings were not considered fire proof, a design that would come later, they were designed to be as fire resistant as possible.

The 1870s expansion redefined the appearance of the Rogers campus, a major change from decades of horizontal expansion in materials such as wood and stone, to vertical growth from primarily brick, wood and slate. Largely due to the nature of the work, however, the largest fire to strike Rogers came in 1879, devastating the large 1869 Millwright Shop, one of the large, new brick structures, and claiming several wood framed ones nearby. This was particularly devastating in the area between the upper raceway and Spruce Street, and north of Stony Road. Upon receiving this news, Rogers ordered reconstruction to commence immediately, and in 1880 another major building episode commenced. It was at this time that several brick structures were erected in place of the burned wood frame ones, such as the Tender Shop, the Administrative Offices. In place of the Tender Shop, a new Machine & Frame-Fitting Shop was erected, together with a spacious, multi-story brick Storage Building situated over the raceway, and a handsome three-story brick Administrative Office. It is this final reconstruction episode that is represented today by the iconic structures that remain of the Rogers works, situated along Spruce Street and the raceway.

Since the final demise of the Rogers Locomotive Works in 1909, and later of the locomotive industry in Paterson by the mid-1920s, the final configuration of the Rogers campus has been largely compromised. Due to efforts of the community in the early 1970s, the Historic American Engineering Record (HAER) from the U.S. Dept. of the Interior was brought in to document and present the history of the area, which was the basis for its listing on the National Register of Historic Places, and later as a National Historic Landmark District. The upper raceway, which had been virtually abandoned and in a deplorable state of neglect, was revisited, investigated and reclaimed as a walking park by the City of Paterson in the early 1980s. The Storage Building has sat primarily vacant and unused throughout this time. In 1999 the NJ Community Development Corporation purchased the Rogers Frame fitting Shop and Administration Building and rehabilitative them for use by 2003. NJCDC has now expanded their campus into the Storage Building that

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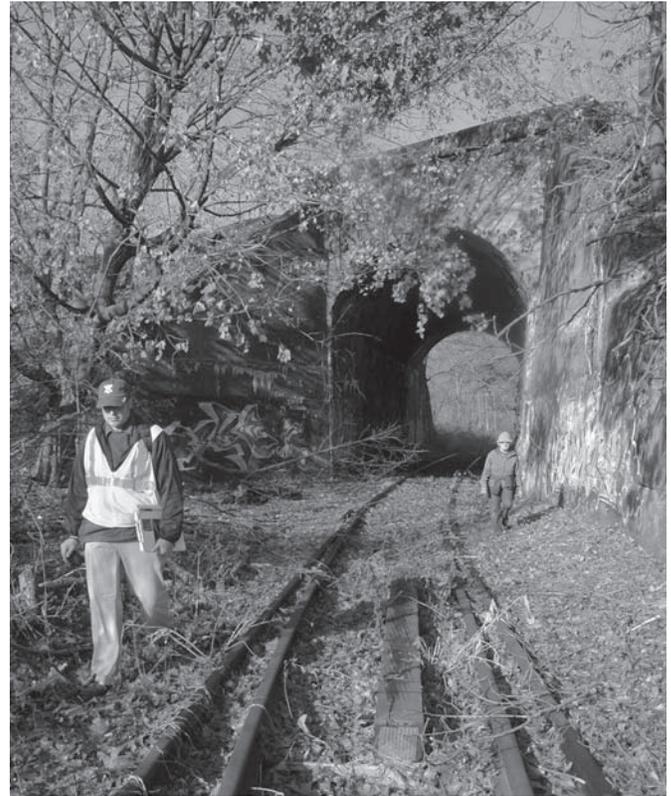
WHARTON & NORTHERN RAILROAD

This Fall RCSIA Vice President Joe Macasek had the opportunity to walk the tracks of the Wharton & Northern Railroad with Picatinny Arsenal Historian Jason Huggan. To keep its railroad connection, the arsenal maintained ownership of the right-of-way even after the rest of the line was abandoned. However, the arsenal's mission and transportation needs have changed and the government is now ready to turn the remains of this historic little railroad over to the public.

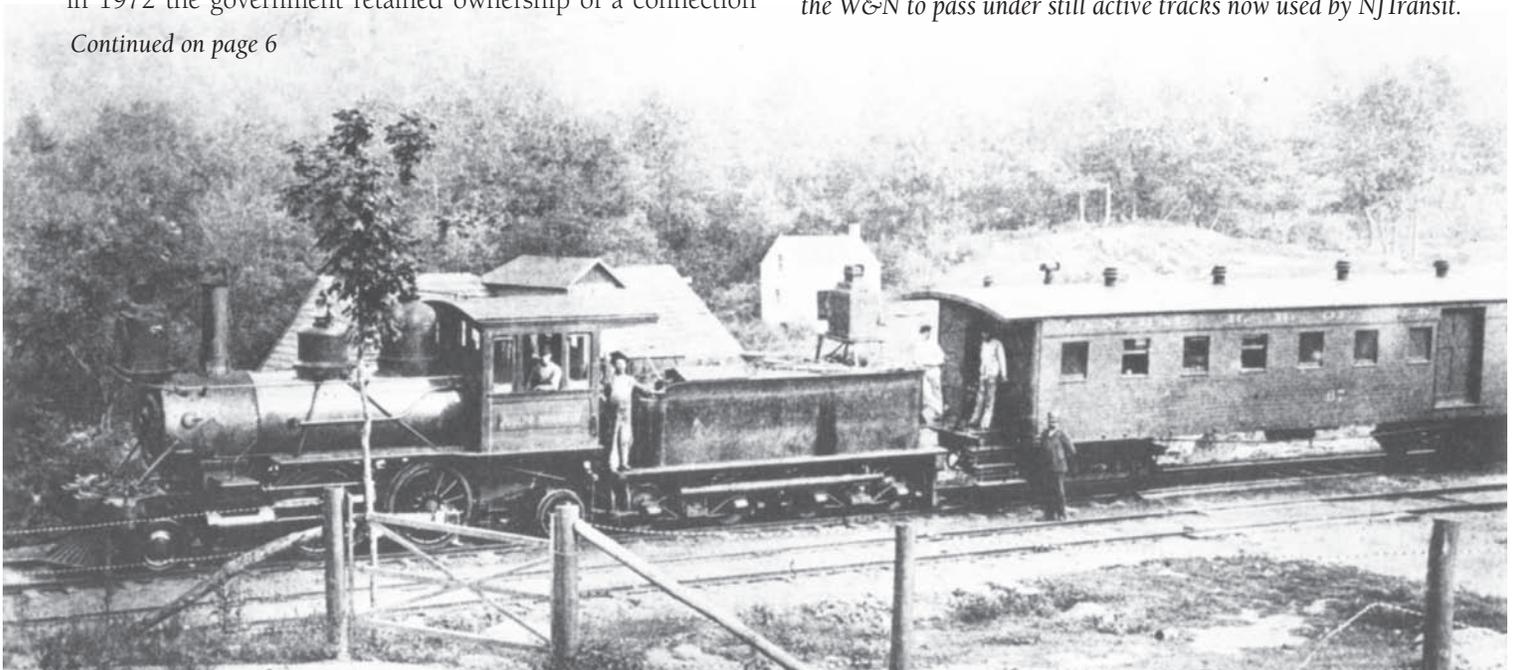
The Wharton & Northern began in 1872 as a spur connecting the Green Pond Mines with the NYS&W. In 1885 a group of investors formed the Morris County Railroad and extended the line south to connect with the Central Railroad of New Jersey at Port Oram. In the late 1880s, Philadelphia industrialist Joseph Wharton began expanding his interests in New Jersey with the purchase of mines at Hibernia. To get the ore to his furnace at Port Oram, he built a spur from Oreland to connect with the MC RR. Eventually he acquired ownership of the entire railroad and changed its name to the Wharton & Northern. In 1902 the iron business was so important to the citizens on Port Oram that they changed the name of their town to Wharton.

The W&N's fortunes waned with those of the iron industry and then rebounded in the early 1900s with business from Picatinny Arsenal. Finally, when the railroad was abandoned in 1972 the government retained ownership of a connection

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Picatinny Arsenal Historian Jason Huggan and CSNJ Board Member Judy Keith walk the overgrown tracks of the Wharton & Northern. The stone and concrete arch bridge in the background allows the W&N to pass under still active tracks now used by NJTransit.



This photo from the 1880s shows the Central Railroad of New Jersey locomotive Joseph Wharton pulling a combination freight and passenger car during the shore period that that railroad ran service over the route of the Wharten & Northern.

THE RODGERS STORAGE BUILDING

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is directly adjacent to their other Rogers buildings.

The significance of the Rogers Storage Building is in the part it plays in establishing a sense of place together with the last remaining structures of the Rogers complex. These five structures retain virtually all of their integrity, and collectively represent a collective architecture of the last building episode of the locomotive industry in Paterson, for little to no expansion took place between 1880 and 1920. Three of the five buildings have been rehabilitated, and rehabilitation of the Storage Building would bring the campus closer to its full potential. In this way the significance of the Storage Building as a member of the remaining Rogers group is paramount within the context of the GFHD. Its unique situation over the upper raceway demonstrates a period when the scale of locomotive manufacturing in Paterson was at its height, to the point where the last Rogers expansion had to take place over the raceway in order to utilize all available space.

Together with its well-established site history, the Storage Building stands to represent the locomotive manufacturing



Rodgers Storage Building second floor conference area.

industry in Paterson for close to one hundred years of significant technological innovation and production. Architecturally, the building itself is over one hundred years old and exhibits a high level of integrity as an example of late nineteenth-century mill construction, further contributing to its key significance to the Great Falls Historic Landmark District. ■

GREAT FALLS SYMPOSIUM

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After lunch, the JOHN AUGUSTUS ROEBLING AWARD was presented by Bierce Riley. This year's Award Committee consisted of Birec, Tom Flagg, and chairwomen Anne Jennings. Some of the previous award winners, Capt Bill McKelvey, Gerry Weinstein, and Tom Flagg were in attendance. This year's Roebing Award was presented to David Sharps in recognition of his tireless efforts since 1986 to salvage and restore the 98-year-old wooden covered barge Lehigh Valley RR No. 79. Abandoned in Edgewater, New Jersey, David saved the barge from the developer's wrecking ball, and through his hard work and dedication transformed it into the Waterfront Museum, which not only exhibits historical relics and images, but also hosts a variety of educational and entertainment events. The barge was initially docked at Liberty Park in Jersey City, and since the 1990s, has been docked at Red Hook in Brooklyn. David Sharps, through his Waterfront Museum, has made and continues to make, a significant contribution to the field of industrial archaeology through his programming and community involvement.

Following, Gianfranco Archimede with the assistance of Lynda de Victoria, gave a heartfelt tribute to Pat Condell and her legendary partner, Ed Rutsch. Pat had passed away earlier this year, and so it was fitting to reflect on all that she

and Ed had done for industrial archeology.

Next, A. Wayne Cahilly rendered a comprehensive presentation of the Lorillard Snuff Mill in the New York Botanical Garden on the Bronx River. This was a great industrial archeology story with much attention to historical and photo details. Wayne was able to show how the facility, including surrounding infrastructure, changed over time. And we learned the word "millionaire" was thought to be first used in a newspaper obituary for Peter Lorillard II in the 1840s.

This year's Roebing Award winner, David Sharps, presented the story of his remarkable life as an entertainer and preservation specialist of the Lackawanna barge that he developed into the WATERFRONT MUSEUM now in the Red Hook section of Brooklyn. David also itemized the effect of hurricane Sandy on the barge.

Lastly, Captain Bill McKelvey recounted the effect of Sandy on the Central Railroad of New Jersey Terminal. Here the hurricane damage was significant. It's difficult to imagine a water level in the New York harbor high enough to endanger the CNJ terminal, but McKelvey's photos displayed the horrid detail. In so doing, and leading up to the grim details, the symposium attendees received a very instructive history and appreciation of the unique importance of the Central Railroad of New Jersey Terminal. ■

GARNER SHIPYARD TOUR

A small number of Roebling Chapter members and a few guests toured the Garner Shipyard in the Tottenville section of Staten Island on Friday, July 20th. The shipyard is actually the John Garner Marine Construction Inc at 201 Ellis Street, Staten Island. Some Roebling chapter members recall visiting the Garner shipyard a number of years ago.

Roebling chapter member Bob Laplan prompted the visit. Bob hails from the Canarsie section of Brooklyn and is very familiar with ship lore. As such, Bob gave a tour of the yard and covered all the basics of ship maintenance and repair. John Garner was about to welcome the group and offer anecdotes about various ships. The very size of ships was impressive, as they all were taken out of the water and propped up for repair. Some were undergoing replacements of parts of their hulls. Others needing engine work, were likely to have the actual engine work done elsewhere.

Photo opportunities abounded, given the free reign of the yard. One first impression is that there is much more to the ships below water than above. The hulls with all their raw beauty and imperfections are on constant dis-

play. Although Bob Kaplan could cite much of the work required for most of the ships, a chat with John Garner or one of his workers gave the full story. Since much of the repair work was structural, it was absolutely essential that the ships, and their all quite large, be propped up ready for some serious work. Most of the shipyard crew was ethnic, i.e., recent arrivals from other countries. Garner indicated that many of them were trained machinists, welders, or the like, and those that weren't were taught in the yard. He said they were his competitive advantage.

The Roebling Chapter visitors to John Garner's shipyard may be amongst the last visitors to a dying phenomena. Garner may be around for a while (he truly seems ageless), but it's not clear who will carry on the business when he retires and goes south. And like so many specialized and hands on operations, John Garner Marine Construction is built on John Garner's reputation and love of all that he does. ■

IMPORTANT NOTICE

E-MAIL NEWSLETTERS

After talking with some of our members we have decided to go more slowly with our plans for an all e-mail newsletter. Through the first half of 2013 all members will receive both hard copy and e-mail versions of the newsletter. During that time we are asking any member who doesn't have e-mail to send us a quick note so we can see just now many of you there are. We also ask members who don't currently receive an e-mail newsletter to please go to the chapter web site, www.roeblingsia.org, and send us your e-mail address. It's easy, just look for "Sign up for our Email Newsletter" in the left hand column, type your address in the box and click on go.

In the future we intend to stay in touch with all our members in a way that meets their needs but we also need to save time and money. We intend to use those savings to produce better and more frequent communication and to plan more tours and events. ■

BOOK REVIEW

ULSTER COUNTY, NEW YORK: The Architectural History & Guide

William B. Rhoads [Paperback]

325 sites throughout all 20 townships and the city of Kingston in New York State's Ulster County illustrate the variety and changing architectural styles that have appeared over nearly 300 years in the Hudson River Valley and Catskill Mountains, from 17th-century Dutch limestone houses of the colonial era, through the Federal and Victorian periods, up to the Modernist architecture of the mid-1950s, tracing the history of one of the first regions in today's New York State to be settled by Europeans. The author's survey of Ulster County architecture takes the reader through the cataclysm of the Revolution and the burning of the city of Kingston, New York State's first capital, in 1777, through post-Revolutionary expansion and the burgeoning commerce on the Hudson River, to the industrial revolution, the building of canals, and the railroad age. Information on most sites includes the histories of the owners, the architects, and the builders, as well as the social and historical context within which the structures were built. 340 illustrations. ■

WHARTON & NORTHERN

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with active rail at Lake Junction and kept the tracks and the right-of-way intact.

The W&N is one of seven iron mine railroads built to connect iron making and mining sites in the New Jersey Highlands with distant markets. Although development has taken its toll, state and county open space acquisitions have preserved miles of old railroad and dozens of historic industrial sites. Much of the W&N's 14.5 mile route is still walkable.

We are planning a tours of the W&N and other industrial archaeology sites in this area of the New Jersey Highlands for this coming season. Next year's first newsletter will have a list the tours and a link to a map of the area. ■

UPCOMING EVENTS – 2013

January 26 RCSIA Annual Meeting
Paterson Museum, Paterson, NJ

Roebling Chapter SIA Officers

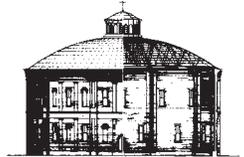
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