ROEBLING CHAPTER
Society for Industrial Archeology

PRESENTS on **SATURDAY, NOVEMBER 16, 2013**, in PATERSON, NJ:

THE GREAT FALLS SYMPOSIUM

on the Industrial Archeology of the New York – New Jersey Area

9:00	**REGISTRATION, COFFEE AND REFRESHMENTS**
10:00	**WELCOME** – Joe Macasek, President, Roebling Chapter, Society for Industrial Archeology and President, Canal Society of New Jersey
10:10	**REHABILITATION OF THE ROGERS STORAGE BUILDING** Gianfranco Archimede, Paterson HPC, (reviewer) Michael Deblasio, NJ Community Development Corporation (owner) David Abramson, AIA, CTS Architects (architect)
11:00	**PATERSON MILLS INTENSIVE-LEVEL ARCHITECTURAL SURVEY PROJECT** Patrick Harshbarger, Hunter Research Gianfranco Archimede, Executive Director, Paterson HPC
11:30	**GREAT FALLS NATIONAL HISTORICAL PARK NEWS** Darren Boch, Superintendent, Great Falls National Historical Park
11:45	**LUNCH**
1:00	**ANNOUNCEMENTS AND ROEBLING AWARD PRESENTATION**
1:30	**ROSWELL COLT: THE MAN BEHIND THE INDUSTRIALIZATION OF EARLY PATERSON** Glenn Corbet, Local Historian/Associate Professor, John Jay College
2:00	**GREAT FALLS CONTINUUM** Siochain Hughes, Bloomfield College
2:30	**PRESERVATION AND RESTORATION OF A STATIONARY STEAM ENGINE FOR THE NATIONAL MUSEUM OF INDUSTRIAL HISTORY** Mike Piersa, Historian, National Museum of Industrial History
3:00	**BREAK**
3:30	**STONE SLEEPERS OF THE CAMDEN & AMBOY RAILROAD, 1830-32** Pierre Lacombe, Geologist/Hydrologist, US Geological Survey
4:00	**ENGINEERING DRAWINGS OF ANCIENT MACHINES BY LAURITS CHRISTIAN EICHNER FOR THE SMITHSONIAN INSTITUE** James Swan, Machinist, Webb Institute
4:30	**MORRIS CANAL GREENWAY PLANNING PROJECT** Joe Macasek, President, Roebling Chapter, Society for Industrial Archeology and President, Canal Society of New Jersey
5:00	**CLOSING REMARKS**
5:20	**Walking tour** of the Great Falls and the Morris Canal bed near the Levine Res.

10:10 PRESERVATION AND REHABILITATION OF THE ROGERS STORAGE BUILDING

Gianfranco Archimede, Paterson HPC, (reviewer)
Michael Deblasio, NJ Community Development Corp. (owner)
David Abramson, AIA, CTS Architects (architect)

This presentation is the chronicle the adaptive resuse project of our newest Symposium venue, the Rogers Locomotive Works Storage Building. This two-story, brick masonry building is approximately 7,200 GSF with 3,600 GSF on each floor. measuring about 90' x 40' and is constructed over the raceway. The project included extensive masonry and wood restoration. The design highlights the cast iron columns and the heavy timber construction which required working closely with a preservation structural engineer. Heavy timber restoration included new steel splice plates to secure decayed truss ends, "Dutchmen" repairs at wood beams, and replacement of deteriorated structural plank floor and roof decking.

The project consisted of the Historic Preservation and Adaptive Reuse of the building into two floors of Meeting and Conference space. New circulation structures, stairs and elevator, were introduced. New toilet rooms were added to the first and second floors and a kitchen for catering support was accommodated on the first floor. A reception area/lobby with flexible conference spaces is located on the first floor with the main conference space on the second floor. The building is currently in the process of LEED Certification and is a LEED Silver Candidate. Some key sustainable strategies and design features are Reuse of Historic Building, Use of Reclaimed Lumber, Energy Efficient Mechanical Systems, Efficient and Multi-functional Lighting and Controls System.

The three-part presenation will begin with a historic overiew of the Rogers Locomotive Works, followed by a project narrative by NJCDC, and finished by the architect who will take us through the design and construction aspects of the project.

11:00 PATERSON MILLS INTENSIVE-LEVEL ARCHITECTURAL SURVEY PROJECT

Patrick Harshbarger, Hunter Research
Gianfranco Archimede, Paterson HPC

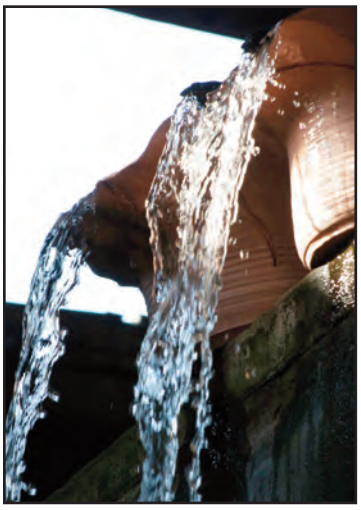
The "30 mills" survey was initiated by the City of Paterson with the expressed goal of identifying and documenting historic mills located in parts of the city outside of the Great Falls of Paterson/ S.U.M. Historic District. This presentation will feature highlights and illustrate how these mills were a driving force in the economic expansion of "The Silk City" during the half century from roughly 1875 to 1925. Industrial architecture and the development of specific industrial sectors including silk, silk dyeing and finishing, machine works, locomotives and aeronautics, which made Paterson known nationally and, in some instances, internationally, will be discussed.

The survey recommends that many of these industrial complexes deserve a role in future development plans and that they are important as cultural assets scattered throughout much of the city. In many instances, these mills anchor the mixed-use neighborhoods in which they are located. The overarching goal was to provide data that could be used to guide and promote historic preservation by increasing awareness of these buildings and encouraging their appropriate treatment as historic resources.

1:30 ROSWELL COLT: THE MAN BEHIND THE INDUSTRIALIZATION OF EARLY PATERSON

Glenn Corbet, Local Historian/Assoc. Prof., John Jay College

As America's first planned industrial city, Paterson, New Jersey owes it's rapid growth and success during the early 19th century to one man: Roswell Lyman Colt. In a fascinating presentation, Corbett will provide a biographical sketch of Colt and his involvement in the development of the city and the diverse industries that came here. He will also discuss Colt's crucial role at the center of the burgeoning industrialization of the United States as a a whole, through his position as a merchant, banker, and investor. This lecture will also explore Colt's tenure as Governor of the S.U.M., highlighting the lasting physical and historical legacy that he left behind.



2:00 GREAT FALLS CONTINUUM

Siochain Hughes, Bloomfield College

Great Falls Continuum is an art project that attempts to conflate awareness of time and space on a site with significant known history. I selected the title, Continuum, to evoke the passage of time while relating sites and objects to events of the past, present and future. Working in photography and sculpture, I have been exploring the theme of lives behind objects and sites, and in Great Falls Continuum, I have combined a diversity of mediums to evolve a complex viewing experience.

2:30 PRESERVATION AND RESTORATION OF A STATIONARY STEAM ENGINE FOR THE NATIONAL MUSEUM OF INDUSTRIAL HISTORY

Mike Piersa, Historian, National Museum of Industrial History

This presentation is about how the National Museum of Industrial History (NMIH) in Bethlehem, PA moved and saved a stationary vacuum pumping engine from being melted down, like so many of its predecessors. Half a century ago, commercial electric power doomed the steam engines of New York to the scrap heap, so it came as quite a surprise to learn that in January of 2013, not only was there a steam engine intact in Manhattan, but it was still connected to live steam at Rockefeller University.

Although medium size by steam engine standards (8 feet 5 inches long, 14.2 horsepower, and about 3,500 pounds in weight), there was no easy way to remove the engine. After consulting with museum volunteers skilled in machinery moving, it was decided to disassemble the engine and move it in pieces. Volunteers from New York, New Jersey, and Pennsylvania devoted 66 man-hours on site to rigging the engine out. Although the pump does not pull as strong of a vacuum as it used to, it is still in adequate mechanical shape for demonstration service during special events at the NMIH.

3:30 STONE SLEEPERS OF THE CAMDEN & AMBOY RAILROAD, 1830-32

Pierre Lacombe, Geologist/Hydrologist for the US Geological Survey

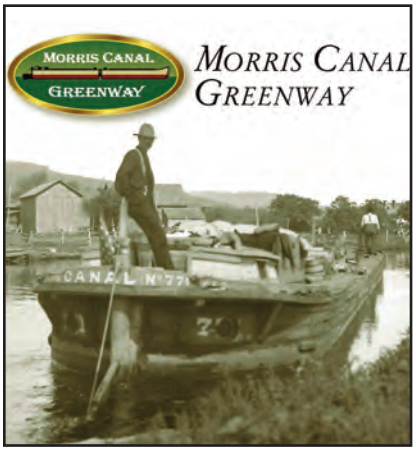
The Camden and Amboy Railroad is the oldest trans-state railroad in the United States. Constructed by men and beasts of burden during 1830-32, the rail line used regional rocks for bridge abutments, stone sleepers, and ballast, and used local sediments for causeways and ballast. This presentation will focus on the rocks and sediments used, rock source areas, and construction methods employed for the first segment of the railroad right-of-way from White Hill Landing to South Amboy.

4:00 ENGINEERING DRAWINGS OF ANCIENT MACHINES BY LAURITS CHRISTIAN EICHNER FOR THE SMITHSONIAN INSTITUE

James Swan, Machinist, Webb Institute

Laurits Christian Eichner was a trained engineer from Denmark who lived in New Jersey and was engaged in the fabrication of scientific instruments in Bloomfield, NJ during the mid-twentieth century. Eichner was commissioned by the Smithsonian Institute to make reproductions of historic scientific instruments.

The presentation will tell about my collection of original Eichner drawings that came from the estate of Robert Deroski. While they do not represent the complete breath of Eichner's work, they are broad in their scope. There are easily 100 drawings in the collection, including a few renderings of boilers and steam engines, and some that he did when he was employed at a foundry that made cast iron traffic signals. Most of the drawings, though, are of scientific instruments, or components, that were were manufactured by LC Eichner Instruments and match many of the instruments that are shown in the Smithsonian's book about Eichner. The drawing are all originals; rendered and signed by Eichner. My endeavour is to have the collection properly curated and deposited in a proper archive.



4:30 MORRIS CANAL GREENWAY PLANNING PROJECT

Joe Macasek, President, Roebling Chapter, Society for Industrial Archeology; President, Canal Society of NJ

When completed in 1831, the Morris Canal provided a direct route across the highlands of New Jersey and connected anthracite coal mines in Pennsylvania with markets along the eastern seaboard. Although the canal was abandoned in 1823 its story and technology have not been forgotten. Today, communities and organizations across the state have banded together to form the Morris Canal Greenway Project dedicated to preserving the route of the canal.

This presentation will describe what has been accomplished so far and introduce some of the people who have turned the Greenway into a statewide award-winning project.