

# PRESERVATION IN PINK

JULY 2008

VOLUME II, ISSUE 1



...flamingos, that is

## MOYNIHAN STATION: PENN STATION 3.0

By Elyse Gerstenecker

McKim, Mead & White's first Penn Station is one of the tragedies most preservation students, informal or formal, have committed to memory. From the court case to its demolition in 1963, the result was the loss of a grand Beaux Arts building and its subsequent replacement with Madison Square Gardens and a circular, subterranean new Penn Station. Not only did the old station's destruction result in the loss of a beautiful and distinctive piece of New York architecture, the resulting station would become an inefficient house for public transportation.



Pennsylvania Station of New York City, 1911—demolished in 1963. [www.wikipedia.com](http://www.wikipedia.com)

When one considers the climate of transportation options during the 1960s, it is somewhat understandable as to why planners and city officials made their decision. Car travel continued to change the landscape of both urban and rural America after World War II, but commercial air transportation truly sealed the first Penn Station's doom. During

the 1960s, air travel was booming and many believed that trains were a dying mode of transportation. You can see the logic: why spend money on something destined to go the way of the dinosaur? Now that air traffic has become such an overcrowded and time-consuming system of travel with its own set of issues, many people, especially on the East Coast, are opting for train service. The development

of electric lines in this corridor and trains' undeniably far smaller potential for environmental damage when compared to airplanes, given the current popularization of "going green," has also contributed to train travel's slow movement toward a renaissance. Officials' predictions in the 1960s have proven to be in-

correct: train travel did not die, and increasing commuter and national rail traffic in the New York area and the Northeast Corridor has made the problems of the newer Penn Station abundantly clear.

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## PINK MEET GREEN [OR] PRESERVATION MEET ENVIRONMENTALISM

By Kaitlin O'Shea

Going green is a fairly new trend and every American industry is hoping to fit on the bandwagon of green paraphernalia and sustainability and LEED certified buildings. As human beings, we are subject to following the crowd when an idea seems appealing, even if the idea is not exactly what we should be doing. The media highlights and praises these LEED certified buildings. LEED is a new government building rating that means Leadership in Environmental and Energy Design.

While these LEED gold standard buildings are used as pro-

motional tools for developers to persuade environmentalists that they are doing the absolute best, the fact that these buildings are new construction (i.e. not historic) seems to slip below the radar. Of course, it is about time that developers put more consideration into resources and the environment, but if a LEED gold standard building is sitting on the site of a demolished historic building should it really still count? LEED is a step in the right direction, but there are still issues to resolve. There is category for existing structures, but not one specifically for historic buildings.

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## LETTER FROM THE EDITOR

This July 2008 issue is a bit off-schedule from last year's first issues, I'll admit. Since this can only be a hobby, I'm at the mercy of my own time and how many of you I can harass about article deadlines. However, I will still aim for two issues per year, as long as everyone is interested.

With that out of the way, welcome to this new issue of *Preservation in Pink*, which addresses how we live or try to live as preservationists. Sure, we can talk all we want about what we believe, but when it comes down to it, do we actually follow what we encourage others to do? Being a preservationist is a tough but rewarding role to fill, as you will find.

New things around *Preservation in Pink* include the website, [www.preservationinpink.wordpress.com](http://www.preservationinpink.wordpress.com).

which I have updated to be more inviting and user friendly with contributor bios and issue updates. The most significant change there is how I use it now as a preservation blog. Be not afraid, this means that when I encounter or have a random preservation thought, I'll write about it. I aim for at least two or three per week, so you'll have good reasons to check the site often. If you would like to be a part of the blog, let me know. Some topics may recur in the newsletter, but I hope you find them worthy in both formats.

Enjoy this issue and please send me feedback, positive and negative. And anytime you have a preservation theory, send it my way!

One more thing: congratulations to all of the new preservation graduates this spring. Now go save the world!

Preservation in Pink  
July 2008 Contributors:

*Elyse Gerstenecker*  
*Maria Gissendanner*  
*Virny Healy*  
*Kristin Landau*  
*Kaitlin O'Shea*

Many thanks to the talented and thoughtful writers who never cease to offer interesting stories, photographs, tidbits. (These are the same people who feed the flamingo obsessions).

Everyone is always invited to contribute, just send an email: [preservationinpink@gmail.com](mailto:preservationinpink@gmail.com)

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Layout & editing by K. O'Shea



## Poplar Forest Architectural Restoration Field School

By Kaitlin O'Shea

Normally, most of us attend field school in between academic years; however, I never had the opportunity. Instead, I chose to attend a field school while working as a reintroduction to the academic life and a reminder of everything that I learned in college but had not used since. I had the opportunity to attend the Poplar Forest Restoration Field School, held in Lynchburg, Virginia. Travis McDonald, the Director of Restoration at Poplar Forest, has been teaching the field school for 18 years and has worked on the extensive restoration for 20 years.



Thomas Jefferson's Poplar Forest. Photo by Kaitlin O'Shea

For anyone unfamiliar with this octagonal home, Thomas Jefferson designed his country retreat. After Jefferson's death, the property passed quickly through his descendents before they decided to sell the house. Over the years, the house had changed immensely. The restoration crew at Poplar Forest has been tirelessly and meticulously working to restore the building.

The field school is based at Poplar Forest with a combination of lectures, discussions, hands-on learning, and numerous field trips to places such as Monticello, Barboursville, Montpelier, and the University of Virginia. This year the school was held from May 25 – June 7 and nine students attended, all of us with different backgrounds. Together we assembled a historic structures report for a local abandoned, but still beautiful early 19<sup>th</sup> century home in Lynchburg.

I would recommend the Poplar Forest Field School to anyone with an interest in architectural restoration and hands on investigation. If you have never studied architectural restoration, this field school will open up a new world and if you have, it is an amazing way to relearn the subject.

It is truly worth the small tuition of \$350 (for two weeks!) The education combined with the camaraderie of my fellow students made the experience unforgettable.

If you would like a longer version of the story and photographs, check out posts on *Preservation in Pink* blog.

## Another Future for New York's Pennsylvania Station

Continued from page 1

For those unfamiliar with it, the current Penn Station is round. Each of the four "corners" exit to the street, but the station's basement level allows no sunlight, and the dark blue and gray paint on the walls makes the station even darker. Long Island Railroad and New Jersey Transit travelers use the station much like a subway, waiting for relatively short periods of time. Amtrak passengers, on the other hand, typically have a longer wait, with no waiting room (except for those using Amtrak's exclusively business-class Acela). Somewhat similar to European stations (with faster turnover rates for different train routes), Amtrak passengers can be found waiting in front of an enormous digital track sign, usually sitting on the floor, against the walls, or on their suitcases. There's a mad rush for the specified track as soon as announced, down escalators that could be given warnings reading "The Fat Man's Pre-Train Squeeze," or "Attempts to Bring Luggage Could Be Fatal." The train station's general layout is confounding, and transferring from subway to regular train can lead down some interesting corridors. It is not a pleasant experience, to be certain. It is especially disheartening when one compares it to that other Midtown New York train station, Grand Central, which serves the Metro-North Railroad. Although it works in a similar system, the open hall, clear track signs, and breathtaking architecture and ceiling make the commuting experience slightly less hassled. The key to understanding Grand Central is realizing that it is for a smaller, regional train service mostly used by commuters who are quickly hopping on their trains (witness the small "happy hour" bars set up on the platforms for stressed professionals). Grand Central also has retail areas and a food court.

The solution for Penn Station's problems has been suggested for quite some time. In the late 1980s, Senator Daniel Patrick Moynihan adopted the idea of using the Farley Post Office as an extension of Penn Station, as Farley is right across the street from Madison Square Garden. Now, the late senator's daughter, Maura Moynihan, is leading the effort to build a new Penn Station. While it has taken several years, if not decades, to get the project moving, signs of its progress are becoming more evident: more editorials about the plans and the signs for the new Moynihan Station outside of the Farley Post Office all show progress. Amtrak even mentioned it in its latest issue of *Arrive* magazine, and Amtrak's support is a crucial part of the project.

According to the Friends of Moynihan Station's web site and the Empire State Development Agency's plans, Penn Station and Madison Square Garden would be transformed into two separate entities, Moynihan West and Moynihan East. Moynihan Station West will hold a new Madison Square Garden at the back of the Farley Post Office (in the annex), and the front of Farley will contain part of the train station, designated for local commuters and inter-city travelers (i.e. the subway), with a glass canopy on top of the building. Basically, the exterior and façade of Farley will stay the same, as well as the front hall. The USPS will probably operate a few original postal windows, and Madison Square Garden may use some of those windows as well. This is an interesting rehabilitation suggestion. The front hall is an important element, the portion of the building that is most familiar to the public and most valuable, but there are potential problems in MSG signage placement. Moynihan East, or the current Penn Station, will be totally separated from Madison Square Garden. The proposal for the "new" Penn Station on that site is another glass-topped train station.



Ceiling of Farley Post Office, [www.wikipedia.com](http://www.wikipedia.com)

The project, due to its large expense and many debates about the detailed plans for the development, is constantly under threat. Preservationists balk at the changes to Farley Post Office, especially

the front hall, and developers aren't convinced of the new station's economic potential. With recession seemingly inevitable and real estate markets completely unbalanced, Moynihan Station's future is definitely uncertain. The recent scandal and subsequent resignation of New York Governor Eliot Spitzer, who was a vocal advocate for Moynihan Station up until the day that the story of his scandal broke, only adds to the problems of Moynihan Station. Hopefully, once the New York state governmental problems start to subside, officials will once again go forth with plans and push for multi-state and federal funding for the station. Only time will tell if Moynihan Station comes to fruition, and what exact changes are in store for Penn Station and Farley Post Office. Hopefully the result will be a compromise that more than adequately preserves Farley Post Office and produces a far better entry point to the fine city of New York. Essentially, today's officials have the opportunity to use the mistake of the past to create a better train station for the future.

For more information, please visit the Friends of Moynihan Station website: <http://www.moynihanstation.org>



## LIVING WITH A PRESERVATIONIST

By Vinny Healy

My advice to you if you, too, choose to date a preservationist (or if you just want to increase your own quality of life):

- Preservation is not just about old buildings. Learn this very, very quickly.
- Buying anything in Wal-Mart or any other chain store is wholly unacceptable. If anything can be bought via "mom and pop," it's best to do so and not complain about the thirty cents you would have saved on each item. The stress you'll spare yourself is worth much more.
- The coffee found in local coffee shops is much better than Starbucks. The same can be said about the food at local restaurants as opposed to chains.
- Vacation destinations, more often than not are determined by the age of the buildings to be found there or something that happened in that location several decades earlier. This is not as limiting as it sounds; beaches can be historic places, too.
- Be prepared to stop the car often, and with little notice – especially along particularly lonely expanses of highway.
- You'll use the term "middle of nowhere" past the point of

- comfort. You should also invest in a map.
- Take the back roads. They're much more interesting, and the extra time you spend on them would only be wasted in traffic. Preservationists hate interstates.
  - Buildings have human characteristics. Don't question it; you'll only upset them (the buildings and the preservationists).
  - Always have a camera with you. You won't, however, be in very many pictures unless you are a stationary object, and of historic consequence.
  - You will, at some point in your life trespass. I sincerely hope you don't get arrested (or shot).
  - When renting an apartment or buying a house, anything even remotely modern is not a consideration. Such housing lacks character. This piece of advice is of course contingent on you buying into that thing about buildings being people, too.
  - Suburbia is a four letter word.
  - Flamingos are in style. Always. Get used to the sight of them.\*

*\*Editor's Note: This, however, may be exclusive to Mary Washington 2006 preservationists.*

## Historic Preservation and the Environment are a Perfect Match

Continued from page 1

Richard Moe, of the National Trust for Historic Preservation, has encouraged the going green concept and eloquently explained the connections between it and historic preservation. The Trust is taking responsibility and encouraging everyone to be environmentalists. This is good news, especially since the number of national preservation organizations is few.

Yet, as preservationists, this new facet adds more to our job descriptions. How are we supposed to equally and fairly divide our time between buildings, planning, advocacy, archaeology, etc. and environmentalism? Now, encouraging people to recycle and be conscious consumers has fallen to our plate.

Being a preservationist is a full time job and then some. It is evident in daily conversation with friends and family. It is (hopefully) evident by where we shop and what we buy. It is a lifestyle. Our job descriptions likely will not change, but our actions should change. This is not a sprint, it is a long endurance based, strategic race against time. The environmental problems will not be solved

overnight, not in a culture so embedded in our own ways of a throwaway society and SUVs. It takes thought. It takes practice and more practice. It takes an optimistic, activist, long term thinker.

Use canvas grocery bags rather than paper or plastic. Support companies that are kind to the earth and negate their emissions (such as Stonyfield Yogurt). Since we can't change what companies do, the next best thing is to support the companies that do what we believe. Become better shoppers: combine your grocery trips with other errands. Look at labels, buy produce that comes from the USA not Chile, or from North Carolina not California – whatever is geographically closer to you.

The truth is that historic preservation and environmentalism belong together. Pollution hurts our natural and cultural resources. Roads are being built through the deserts with rare cave paintings. We are in the business of protecting yesterday's resources for tomorrow. Someday today will be yesterday and will need to be protected. Caring for the environment is a trait that goes along with caring for our built environment.

## LIVING AS A PRESERVATIONIST

By Elyse Gerstenecker

*"I'm a historic preservationist...can you direct me to the nearest Target?"*

For me, preservation is a lifestyle that requires as much dedication as that of a religious or political devotee. Along with that dedication comes a similar level of guilt whenever you screw up. Preservation involves thoroughly believing in a cause, trying to remain engaged with that cause, and doing all you can to support it through your actions. For me, that means trying to support local and "main street" businesses, choosing to live in town or urban centers instead of the suburbs (I only intend to live in the country if I take up farming. As someone who grew up in a rural village, I can firmly attest to the fact that the suburbs do NOT qualify as "country living"), etc.

Of course, being in grad school in a somewhat unrelated field puts a damper on all this activity, because it means that I'm both separated from historic preservation and I am poor. On the upside, sometimes being poor helps, especially since I live in New York. New York is fun, because a ton of the buildings are rehabbed or in the process of it, or there's new, promising architecture in the construction process. It's a constant cycle. I opted for the school's apartment building, which is in midtown Manhattan, so my commute is either a thirty-minute walk or a ten-minute subway ride. The hardest thing for me is shopping at small businesses.

For my first year, when I was new to New York, I aimed for the familiar, which meant, I'm ashamed to say, the huge chain stores. I try to be a good little girl and avoid the CVS across the street, and

Whole Foods still presents me with a conundrum (good for the environment, yet a gigantic chain!) It's not hard to avoid shopping at most of the big box stores, because they either don't exist or have things I don't need.

As far as restaurants go, I sometimes succumb to Chipotle, but not too often. There's too many really great little restaurants on the Upper West Side and Hell's Kitchen to even think about going to a chain store. I don't even understand New Yorkers' obsession with Starbucks, since my use of coffee is mainly to keep me going for an all-nighter. Why pay a ton of money for fancy coffee when the Three Star Diner across from school serves non-gross coffee with just the right amount of milk and sugar for \$1? Friends, when I waver, I usually slap myself on the wrist and try to be better. My biggest downfalls never occur when I'm in the city. Usually, it's when I head back to my native land of Southern Illinois when I have the biggest problems.

The main obstacle to being a Good Preservationist? Target. I know, it's one step down from Wal-Mart. It moves in right after Wal-Mart, so it doesn't have quite the "small-town wrecker" reputation. But it's huge and just wrong. On my other shoulder, the cheap little devil tells me that I can buy cute clothes there for less than I will ever find back in New York (yes, there are cute clothes there, I have my more fashion-oriented grad school classmates' compliments to prove it), and then the interesting design stuff sucks me in. It's terrible, but I am totally and completely addicted. My New Year's resolution (after spending my gift cards, of course) is to stop shopping there. Wal-Mart wasn't hard. Target will be my ultimate sacrifice to the preservation gods.

### QUESTION: HOW DO I BEGIN TO BE A GOOD PRESERVATIONIST?\*

By Kaitlin O'Shea (who is also learning this)

(\*This is in terms of everyday actions, not work or study habits. Like we have addressed, preservation is a complete lifestyle—professionally, socially, and economically. This addresses some social and economic habits.)

ANSWER: Like all things, one step at a time, my friends. None of us are perfect. Living up to a preservation lifestyle is hard.

### A SHORT LIST OF (HOPEFULLY) HELPFUL TIPS

1. Consider why you shop where you do. What factors play into your choices? Cost? Quality? Convenience? Generally speak-

ing, you get what you pay for. Do you really save money shopping at Wal-Mart or Target? Have you compared prices? Don't you buy more when you are shopping in a big box store anyway, because it is so cheap?

2. Consider where you travel. You do not have to rule out every theme park in the world, but are there other places you and your family or friends would enjoy? Can you stay in a family run hotel rather than a chain?
3. Consider where you go out with friends. Try a restaurant downtown or another place independently owned. Head to your local coffee shop rather than a chain store.
4. Most importantly, talk to other preservationists and band together! Brainstorm and encourage each other.
5. If you live in a chain ridden town or county, remember what it is important to you for your next move. Share your ideas with friends. Sometimes, these ideas have never been presented to people but it might make a difference.



## ON THE ROAD AGAIN: SOUTH OF THE BORDER

By Kaitlin O'Shea



Living in Southern Pines, NC, I am only 45 miles away from the infamous mother of all roadside stops: South of the Border in Dillon, SC. In May I somehow managed to convince two of the other contributors in this issue and some other friends to join me on a Saturday excursion to see South of the Border and all of its kitschy-concrete glory. (Thank you to Vinny and Kristin for encouraging such ridiculous fascinations I have with roadside architecture).

The approach along the rural North Carolina passes churches, farms, produce stands, and scattered neighborhoods. Any unsuspecting person would not assume that only a few miles away from the South Carolina border on this road, would the bombardment of billboards begin. At the end of this billboard tunnel, the sombrero tower welcomes visitors. (Actually, visitors can take an elevator to the top of the sombrero, but its rickety appearance keeps me from doing so).



The rickety sombrero ride towering over a fireworks store.

On that Saturday in May, South of the Border seemed to be doing a fair amount of business; it did not seem desolate as others have reported on the internet. In order to appreciate such a place, one must expect everything to be ridiculous and in need of maintenance. The concrete statues are not accurate, paint is peeling, and stores have terrible tourist trap souvenirs ranging from politically and socially incorrect items to postcards and key chains.

On this trip, I was particularly intrigued by the miniature golf billboards proclaiming, "The BEST miniature golf in the world!" (I love miniature golf). Without knowing exactly where this was located amongst the town of buildings, luck fell in our lap when we found an old map on the wall of a store. Indeed, there was an indoor mini-golf course indicated on the map. However, currently that building was a defunct concrete bazaar.

Confused, I did what any curious roadside fiend would do: I peered in the windows and took some photographs. From what I can gather, the miniature golf course was turned into a concrete bazaar. The sign on the door read "closed for the season," but by the looks of it, that season could have been years ago. In the same building, at the opposite end, a bowling alley with two lanes seemed long forgotten as well.

Next to the mini-golf / concrete bazaar building, broken carnival rides lay with no signs of repair. The remainder of the amusement park portion seemed puzzling as well. After staring at the rides from afar we walked over to find some were in operation, including the bumper cars (\$2 for a ride!) However, without the feel of a carnival (i.e. people, food, smells, sounds) the rides are not the highlight of the experience.



Peering through the windows of the concrete bazaar. Note the yellow object in the background (possibly from the golf course) and the concrete statues between the rocks and the yellow figure.

Despite the neglected activities of South of the Border (mini-golf, some stores and rides), it seems safe to say that the fireworks industry will keep this roadside stop going strong for many more years. Additionally, there isn't surrounding competition for a large roadside rest stop. If anything, the photos are definitely worth a stop or a short road trip. Who can pass up a jackalope, giant ape, and flamingos?

[Like good local travelers, we stopped at a produce stand on the way for some homegrown corn, potatoes and watermelon.]

All photographs courtesy of Kaitlin O'Shea



The now defunct Sombbrero ride, showing no signs of operation.

## Preservation in the media, Not Just for Preservation Nerds...and Other Fun Preservation Tidbits



Credit: www.disney-clipart.com

MOVIE YOU SHOULD SEE: WALL-E (2008) [Rated G]

If you've ever wondered what life would be like if Wal-Mart ruled the world, go see WALL-E. While the film focuses on the lonely plight of its endearing protagonist, the larger social implications are irrefutable. What is the fate of a human race that strives towards increased convenience? To write anything further would give too much away. Suffice to say that Pixar continues its tradition of responsible storytelling echoing preservationist ideals without sacrificing humor and heart. WALL-E is worth your time. (Vinny Healy)

### Quote to Live by:

"YOUR PERSONAL TASTE IN BUILDINGS IS NOT AN APPROPRIATE EVALUATION FOR BUILDINGS OF THE PAST."

-Professor Gary Stanton, University of Mary Washington



WHO SAYS PLASTIC LAWN ORNAMENTS ONLY BELONG ON THE OUTSIDE? ANYONE HAVE GOOD NAMES FOR THESE GUYS (OR GIRLS?)

### A SONG TO WARM YOUR PRESERVATION HEARTS

We all know that historic preservation talks about buildings as home, all warm and fuzzy connotations included, so it's nice to hear artists sing about this intangible feeling that people can get from buildings.

Artist: Little Big Town

Genre: Country

Album: Road to Here

Song: Boondocks

"..give me a front porch, a tin roof, and a gravel road and that's home to me, feels like home to me..."

If that doesn't share a love for vernacular architecture, then I don't know what does. Thanks again to Maria for creating a preservation soundtrack!

### YET ANOTHER REASON TO SHOP LOCALLY.

While in Lynchburg, VA I spent a few hours in a bookstore named Givens Book & Little Dickens (with the Drowsy Poet Coffee Shop inside.) This store is independently and locally owned, yet it is not a small operation. It sits on the side Lakeside Avenue, about one mile from Lynchburg College. From the outside it looks akin to a warehouse, but inside there are books, gifts, games, a coffee shop, free wireless internet, used books, and more. The best part is that there is still a comfortable feeling, like slipping away in the stacks to read. Having gifts like mugs and cards adds to the comfort. I purchased a few used books to add to my architectural history collection. My receipt had this on the bottom: When you shop locally, \$.45 of your dollar goes to the community as opposed to the \$.23 from shopping chain stores and \$.0 from online shopping. Think about it. When you can, shop locally. It'll make you feel good, like a good preservationist. (Kaitlin O'Shea)

"When you shop locally, \$.45 of your dollar goes to the community as opposed to the \$.23 from shopping chain stores."



## U.S. Route 40: The National Road Offers Architectural Eye Candy

By Maria Gissendanner



alternates route from highway signs.

The National Road was the first federally funded road in the United States; construction started in 1811 in Cumberland, Maryland and stopped in the 1830s in Vandalia, Illinois when funding ran out. The eastern section of the road follows the path that General Braddock took to Fort Necessity during the French and Indian War. Today the National Road, known as Rt. 40, is no more than a two lane highway whose only destination for most people is the occasional pit stop off the interstate that has taken most of the traffic off the historic roadway. But if the only interaction people ever have with Rt. 40 is a gas station they are missing so much that the road has to offer.

I set off to take the National Road not really knowing what to expect. As a preservationist I was interested in seeing all the small towns and I expected to get a dose of early roadside architecture such as motels with large neon signs, a few diners and some great old gas stations. I was thinking of Route 66. Surprisingly, the section of the National Road between Columbus, OH and Cumberland, MD is virtually untouched by the 20th century and instead offers a tour of eighteenth

and nineteenth century architecture. Many of the small towns stand frozen in time with the newest structure in sight over fifty years old. The National Road is a preservationists and a history lover's dream.

Every state held a new mystery along the National Road. The section of the road through Ohio takes you through several county seats with a grand Italianate courthouse in the middle. West Virginia has a very small portion of the road but Wheeling offered a look at a former industrial river town that was one of the larger stops on the road with a downtown core that seemed to have businesses and even the old theater was in use. The section of the road through Pennsylvania was a treat for anyone interested in vernacular architecture. Stone houses and bank barns lined the roadway through the rural areas.

The area that fascinated me the most was West Brownsville and Brownsville, PA. The two towns are separated by the Monongahela River. Brownsville is a much larger town and sits on the highland overlooking the river. The towns have been virtually untouched over the past fifty years and both are filled with empty and dilapidated buildings. However, the towns are filled with a rich architectural past in the heart of coal country not far from Pittsburgh. The towns speak of the immigrants that came to this area from Eastern Europe to work in the coal mines. Both towns have an onion domed Orthodox Church and there is an abandoned Croatian Benevolent Society in West Brownsville. Brownsville contains many grand houses, some are still grand, others have boarded up windows but speak of a glorious past. The hospital in town is abandoned as are many of the shops and warehouses along the river and railroad tracks. The railroad does come through this town, as it does Wheeling, unlike many of the other small towns along the road.



Advertisement on the Mason-Dixon Line

and nineteenth century architecture. Many of the small towns stand frozen in time with the newest structure in sight over fifty years old. The National Road is a preservationists and a history lover's dream.

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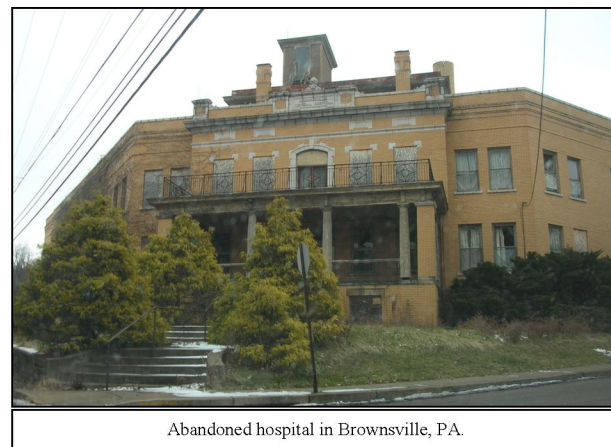


Theater in Wheeling, WV

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The National Road is also full of historic sites to visit and is in close proximity to many others. Fort Necessity and General Braddock's

## Site Seeing Through Ohio, Pennsylvania, West Virginia & Maryland



Abandoned hospital in Brownsville, PA.

grave sit adjacent to the road. Falling Water is only a few miles off the main road. The larger cities such as Columbus, Wheeling, Washington, PA and Cumberland are full of tourist destinations. John Glenn's childhood home is located in New Concord, Ohio (one of the towns with an amazing courthouse) and Nemaocolin Castle, an early trading post built in the late 1700s with 19th century additions, is located in Brownsville.

My life as a preservationist can be time consuming at times, it took me nine hours to get home instead of seven, but it is worth it. I was more relaxed when I arrived since I had fun on my trip, I

saved in gas since the National Road is actually a shorter route and with slower speed limits, and I have something to talk about other than the traffic and weather. Being a preservationist affects my everyday life because it causes me to be more aware of my surroundings. I care about where I am and my surroundings all the time and that is a wonderful thing because it opens up an en-



Lonely streetscape in Brownsville, PA

tire new world to discover in your own town and on your way between towns on the road less traveled.

All photographs courtesy of Maria Gissendanner.

## ONE OF OUR FAVORITE TOPICS: MUSINGS ON THIRD PLACE

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I can survey new changes, keep track of construction projects, and upkeep my general knowledge of the state of my community. If I am running in a group, we are talking, catching up, enjoying each other's company; I feel social, up to date, and more content after running since I have a better idea of what's going on in the world and my place in it. Maybe it is not a Third Place, but a Third State of Mind, whose attainment more often than not, is facilitated by a building, specific architecture, foods and drinks, etc.

Whether stationary or intangible, I think that the concept of the Third Place is key to understanding and determining the nature and social well-being of a community, society, and/or culture. I think it is a or the missing factor in the study of perhaps human unhappiness, at least in America. An interesting study (which I have considered and will continue to consider) is to research and write about the history of the café as a Third

Place throughout Europe and the Middle East (where cafes originated according to Oldenburg), document their growth and popularity, how they changed or didn't change in response to sociopolitical shifts, and then do a comparative analysis of nature of the café in modern day European, Asian, African, Central American, and North American cultures.

Other, smaller scale research ideas include studying the architecture, design, lighting and décor of a Third Place in relation to its popularity and its patrons. Does there exist a feng shui for Third Places? And what about a Third Place's "signal fittings": maybe these vary by location, environment and culture as well. I think that a specific culture's or community's Third Place, its informal public, is representative of that culture in general: a study of the well-being and nature of culture through the lens of its Third Place. The Third Place is an under-investigated topic in interdisciplinary social scientific projects and that deserves more literature concerning the subject in the future.





...flamingos,  
that is

## PRESERVATION IN PINK

Kaitlin O'Shea, editor  
preservationinpink@gmail.com  
www.preservationinpink.wordpress.com

### Preservation Girls '06 Mini-Reunion



In March, a few of us were able to gather at our beloved Mary Washington, visit the professors, and eat in downtown Fredericksburg. (We will not discuss the new gates.) Pictured left to right: Missy Celii, Kaitlin O'Shea, Laurel Hammig, Ali Ris.



Photos courtesy of Kaitlin O'Shea, left, and Ali Ris, right.

## Third Place, Happy Place, Third State of Mind

By Kristin Landau

Sufficiently intrigued by prior *Preservation in Pink* articles concerning the so-called "Third Place," I bought and closely read Oldenburg's *The Great Good Place*. I find the idea so interesting because it touches so many different fields: humanities, social science (planning, sociology, gender and familial relations, feminism, anthropology, political science, economics), and physical sciences (psychology/biochemistry, biomedicine and eastern medicine); it is at the same time multi- and inter-disciplinary.

Third places may be studied by themselves or comparatively, at the scale of one café to another on a single city block, or types of third places in Europe verse those in Africa. As Oldenburg explicitly states, the human animal is "essentially social in nature" and needs a sense of both personal *and* collective well-being to remain content (p 293). Therefore, to be in a happy place we must not undervalue the Third Place (see Durkheim and relation of sense of community to suicide rates).

Since reading Oldenburg, I have since realized that during my last years of college and currently, I am most effective at writing in a Third Place. (Although Oldenburg mentions that the French bistro's capacity to inspire author and artist alike is unrivaled (p 156), he does not fully explain why this is so). For me, there are

nine basic reasons: (1) unlimited supply of coffee (and hopefully a nice bathroom), (2) sugary snacks, (3) usually free wifi, (4) comfortable seating, whether couches or stools or at tables, (5) slower, laid back pace of workers and patrons: the café is inherently a place of relaxation, and during the work week, respite from the job, (6) the acceptance of conversation with a friend or a short cell phone call, (7) good radio/music, and (8) change in clientele, those coming and going. Additionally, what keeps me more productive at a coffee shop than my desk at home is a sense of competition and appearing interesting. At school, surrounded by other people writing papers, I wanted to have the most books, work the longest and get the most done, while at the same time I wanted people to glance and me, see what I was doing and compete with me!

While the idea of a Third Place is wholly comforting, must it be stationary? Kaitlin O'Shea's article, "Running as More than a Health Benefit," in which she discusses running around town as a way to feel a sense of belonging, sparked a similar thought in my head. Can one create a Third Place through continuous motion as a group rather than a location-determinant setting? Part of why I enjoy distance running so much is because it gives me an excuse to 'be' in a community and witness its goings on;

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