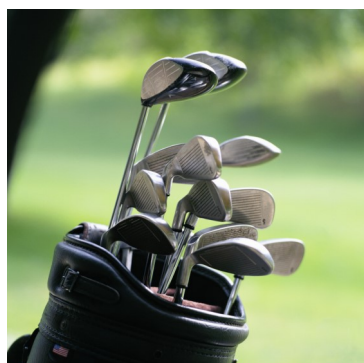


Madison Chapter Website: [madison.csinet.org](http://madison.csinet.org)

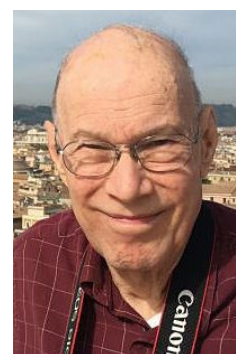


## EVENT REMINDER For Registered Participants

**CSI MADISON CHAPTER  
H. STEVEN SCHATZ  
MEMORIAL GOLF CLASSIC**

**TUESDAY, AUGUST 7, 2018**

**The Oaks Golf Course**  
4740 Pierceville Road  
Cottage Grove, WI 53527



This year we are proud to honor long time chapter member and leader H. Steven Schatz, who passed away earlier this year at the age of 83. Steve was a longtime supporter of our relationship with Madison College and the Architectural Technology students. Therefore, we will be donating the net proceeds from the golf outing to the Madison College scholarship fund in Steve's name.

GOLF and PRIZES  
Golf Carts Included

Reservations closed July 25th

'Scramble' format □ faster, easier for all players

Tee Times Start at 12:00 p.m. Lunch not included.  
Cash Bar and Prizes following golf

### The Oaks Dress Requirements:

Shirts with collar and sleeves should be worn at all times.

Shorts are acceptable as long as they are medium length with a hem.

### **No denim**

The Oaks is a spikeless facility



**For more information contact:** Ross Mori 608/513-6348 or 608/327-3145  
[rmori@trachte.com](mailto:rmori@trachte.com)

Madison, Wisconsin Chapter CSI meets the second Tuesday of each month, except for June, July, and August, at The Radisson. Check for other events listed inside. Cocktails 5:00; Dinner 6:00; Program 6:45. Guests are always welcome to attend Chapter meetings. Members are encouraged to bring prospective members to a Chapter meeting.

[Madison.csinet.org](http://Madison.csinet.org) | [csi.Madison.wi@gmail.com](mailto:csi.Madison.wi@gmail.com) | **Celebrating over 50 years as a Chapter!**

## About CSI:

The **CONSTRUCTION SPECIFICATIONS INSTITUTE** is a National technical Society embracing the entire construction industry, including research and development, manufacturers, material suppliers, subcontractors, prime building contractors, as well as design and specifying Professional Architects and Engineers.

The Society is dedicated to continuing education through free interchange of information and experience among its members throughout the entire construction industry.

Information about CSI and applications for membership are available at Chapter meetings from the Membership Committee. Those interested in membership are urged to attend Chapter meetings and get to know us.

## About mad-spec:

Mad-spec is the monthly newsletter of the Madison, Wisconsin Chapter and is distributed free of charge to all Chapter members and interested parties in the Construction Industry in the Southern Wisconsin area, other CSI Chapters in the North Central Region, and selected CSI Chapters nationwide.

Mad-spec does not approve, disapprove, sanction or guarantee the validity or accuracy of the data, claims, or opinions published in this newsletter.

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1/9 page—\$75	2/9 page—\$110
1/3 page—\$165	2/3 page—\$285
Full page—\$375	

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Mad-spec will publish personal ads, help wanted, positions desired, office equipment for sale, announcements of new appointments and assignments, and other notices of interest from Chapter members, advertisers and others (at the discretion of the Editor and space available) free of charge on a one-time basis. Contact the Publications Chairperson for extended time rates.

Another service provided is the option of the advertiser providing an 8-1/2 by 11 print-ready advertisement in which it will be included as an insert into the mad-spec at the rate of \$100 per month of publication

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Director .....	TBD
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Membership.....	TBD
Certification.....	Janet Diercks 608-232-1396
Golf Outing .....	Ross Mori 608-837-7899
Publications .....	Jolene O'Brion 608-630-1827
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### PAST PRESIDENTS:

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Ronald Starkweather (D).....	1959-1960
Harold L. Olsen .....	1960-1961
Robert C. Cashin .....	1961-1962
Norman Kenny .....	1962-1964
Stanley Anacker (D).....	1964-1966
Robert C. Kendall.....	1966-1968
Howard R. Steinmann (D).....	1968-1970
Harold R. Ames.....	1970-1972
Dwight D. Zeck.....	1972-1975
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Curtis D. Norton.....	2006-2010
Kent Calloway.....	2010-2014
Todd Lewis.....	2014-2016
Owen Landsverk.....	2016-2018

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Ronald S. Starkweather, FCSI
Harold L. Olsen, FCSI
William P. Vickers, FCSI
Howard R. Steinmann, FCSI
Lynn Javoroski, FCSI, CCS
Ross Mori, FCSI

### NC REGION DIRECTOR:

Ross Mori, FCSI  
Phone: 608-837-7899  
E-mail: rmori@trachte.com

## 2018 Meeting Schedule

**August 7, 2018:** Golf Outing

**September 11, 2018:** (Tentative) Tour of UW Madison—School of Music

**October 9, 2018:** (Tentative) Intertek—Practical Envelope

**November 13, 2018:** TBD

**December 11, 2018:** Madison Chapter Holiday Party, Porta Bella Restaurant, Madison, WI

## Congratulations to Chapter Member, Ross Mori!

He was recently chosen to be a recipient of the **2018 Class of Fellows** by the Construction Specifications Institute.

He will be recognized for this achievement at the **2018 Honors & Awards Ceremony** at the **CONSTRUCT 2018 in Long Beach, CA, Thursday, Oct. 4**

<https://www.constructshow.com/en/register.html>

## CSI On-Demand Webinars

CSI On-Demand Webinars are education sessions that provide convenient, quality learning at an affordable price – you will be able to see materials, hear an instructor and earn continuing education credit. Courses qualify for CSI Professional Development Hours (PDHs) and AIA Continuing Education System Credits (CES). Check the course description for details.

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Email: [csi.madison.wi@gmail.com](mailto:csi.madison.wi@gmail.com)

Deadline for the next issue: August 23, 2018

Thank you,  
Jolene O'Brion, Editor

## BuchNotes #78

**Eiffel's Tower** by Jill Jonnes

Ed Buch, CSI, CCS, AIA, LEED AP  
Los Angeles, CA

July/Aug 2018

It really was Gustave Eiffel's tower since he not only designed and constructed it, he also paid nearly 80% of its cost. In return for Eiffel's generosity, once construction was completed, the City of Paris took ownership of the "Tour en Fer de Trois Cents Metres," the centerpiece of the 1889 Exposition Universelle. In the end though, it turned out to be a huge financial victory for Eiffel, since the City of Paris let him keep 90% of the paid admissions for 25 years from the millions of visitors to the Tower.

Gustave Eiffel didn't really need the money since, at age 54 when he won the competition and began design work on the Tower, he was already a self-made, multi-millionaire engineer having designed and constructed dozens of railway bridges in countries around the world, the highest of which was 400 ft. across a river valley at Garabit, France. He was confident he had the design and construction experience to create the tallest structure in the world at 1,000 feet, nearly twice as tall as the recently completed 555 foot high Washington Monument. The Tower was to be a demonstration of French technology even if it would take a while for his design to gain acceptance. His Tower was continuously derided by the French artistic and architectural establishment, perhaps understandably in the midst of the Ecole des Beaux Arts styles that prevailed in this period. It was described by French architects as "inartistic, hideously unfinished", merely a "scaffolding of crossbars and angle iron." Similar attitudes prevailed among architects and artists in England and America. Eiffel countered that the Tower "will have its own beauty" and that the design "was appropriate for its use" and would demonstrate that France is a country of builders and engineers, not one of artists alone.

Construction on the foundations began on January 28, 1887. By July work on the four enormous legs was underway using prefabricated wrought iron sections, some weighing three tons, that were riveted in place after being hoisted by steam powered cranes also designed by Eiffel. Since each leg was at an angle of 54 degrees from horizontal, wooden shoring was used for temporary support until all four legs

met and became self supporting at the first platform level at an elevation of 180 feet above the ground. In order to assure that the first platform would be absolutely level a system of hydraulic jacks was installed so small adjustment could be made to each leg as construction proceeded. The levelness of the first platform was critical to keeping the upper sections of the Tower plumb.

Accuracy in preparation of the 3,600 shop drawings was essential to the process that relied on prefabrication of over 18,000 predrilled iron members. By the time the Tower was completed over 2.5 million rivets had been installed.

In mid-July 1888, construction was complete up to the second level platform at an elevation of 387 feet. By December of 1888 construction had surpassed the height of the Washington Monument. In spite of serious problems with winter weather, striking workers, and problems hoisting materials to the second level, work was now more than half way to the top as a new problem took center stage: the elevators. How to get visitors from ground level to the top of the Tower in time for the opening of the Fair less than three months away.

Eiffel's plan was to have elevators in two legs from ground level to the first platform running within the gentle curve of the legs. These elevators would be inclined on straight tracks. The larger problem was the other two elevators from the ground to the second level since these would have to accommodate the sharper curvature of the legs as they passed the first level. The problem was compounded by the requirement that, when the elevator work was bid in 1887, it had to be done by a French elevator company. When the French company failed, the American Otis Brothers Company was awarded the project based on their cable operated cars. The Otis Brothers had done work around the world following the successful demonstration of their safety brake in 1854, yet the French balked. By the time Otis received French approval and due to continuing design changes from Eiffel affecting the elevator hoistway dimensions, Otis was delayed in completing the elevators until June 2, 1889, fully two months after the iron work on the Tower was completed. In the interim, people had to ascend the Tower using the stairs.

The delay with the elevators created a huge dispute

*Continued, pg. 5*

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between Otis and Eiffel resulting in lawsuits against Otis, and for Otis the project was a money loser. This dispute with Otis would not be Eiffel's only professional disappointment. In 1887, out of a sense of patriotic duty and in the midst of his work on the Tower, he stepped into the failing Panama Canal project to rescue construction from the failed sea-level canal scheme originally proposed by another Frenchman, Ferdinand de Lesseps. (See BuchNotes #24 for more on the Panama Canal.) Eiffel's approach was to construct a series of locks so the canal would go up over the mountains of central Panama, the approach that was finally used successfully by the Americans in completing the canal. However, Eiffel's involvement in the canal construction did not go well. In January 1893, while Eiffel should still have been enjoying the enormous success of his Tower, he was found guilty of fraud in one of his company's contracts for work on the canal. This led to a fine and a prison sentence. His fall from grace was swift and in June 1893 he entered prison, but for only a few days as his conviction was overturned. Nevertheless, his career was over, his name was removed from his company, and he did no more engineering work. The Eiffel Tower was the tallest structure in the world until 1929 when construction of the Chrysler Building was completed in New York City at 1,049 feet.

It's hard to imagine Paris without the Eiffel Tower but, in 1909 there were discussions about demolishing it. Fortunately, these were not successful and today the Eiffel Tower is one of the most visited monuments in the world with over 6 million visitors each year.

In addition to the story of the Eiffel Tower, the book also includes many interesting details of the Paris Exposition. The most interesting stories are those of American sharp shooter Annie Oakley and William F. "Buffalo Bill" Cody's "Wild West Show." This show was an absolute sensation with the European audiences who came to see a spectacle of the American West. Even Thomas Edison's exhibit of his new pho-

nograph could not compete with the attention paid to the Wild West Show.

Eiffel's Tower, The Thrilling Story Behind Paris's Beloved Monument and the Extraordinary World's Fair That Introduced It, was written by Jill Jonnes. It was published in 2009 by Penguin Books with 354 pages including a good selection of photographs of the Tower, the Exposition, and the characters involved.

As a post script, if you're interested in reading about recent improvements made at the Eiffel Tower, see the November 2014 issue of "Architect" magazine. You can also see brief film clips made during construction by Googling the Eiffel Tower or by using this link: <https://www.history.com/topics/eiffel-tower>.

**Ed Buch, FCSI, CCS, AIA, LEED AP**  
Los Angeles, CA  
June 29, 2018

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