SOCIETY FOR INDUSTRIAL ARCHEOLOGY
NEWSLETTER
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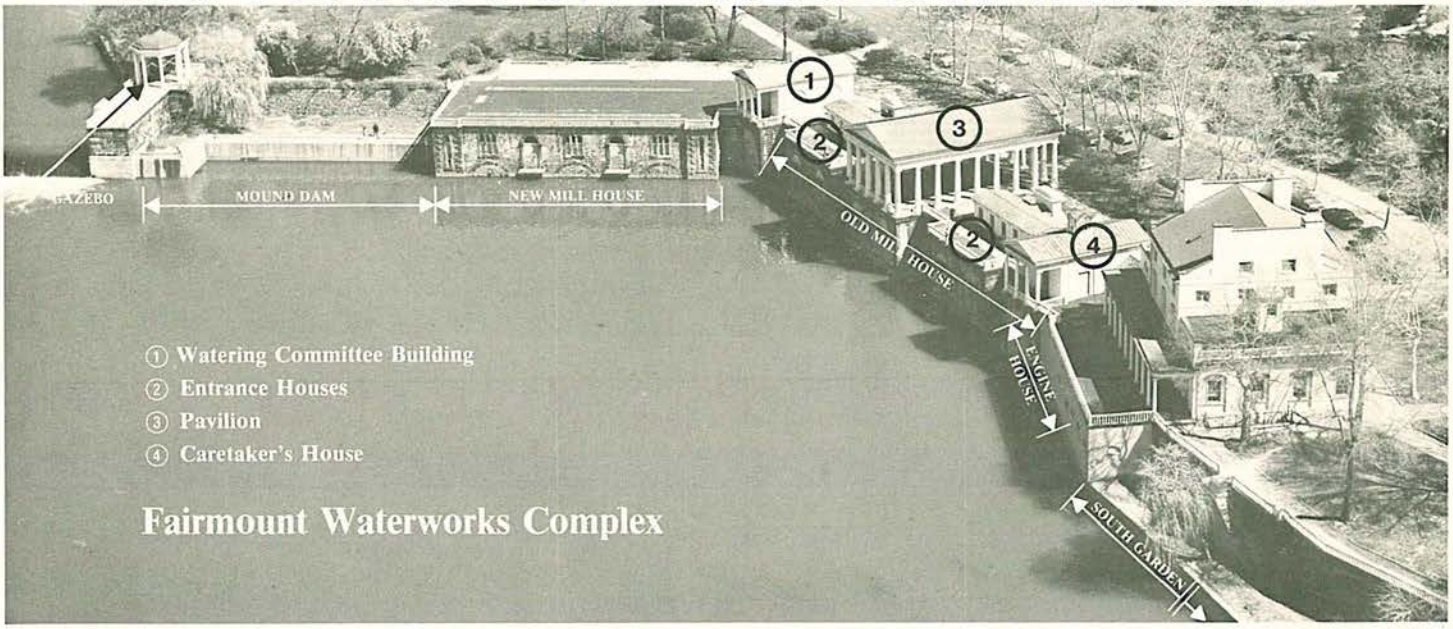
BIG PLANS FOR PHILLY'S FAIRMOUNT



Philadelphia's Fairmount Waterworks on the Schuylkill River, an extraordinary engineering, architectural, and public works landmark complex of national significance, is undergoing the first phase of a multimillion-dollar restoration and reuse program. A hydroelectric plant, major restaurant, and interpretive center eventually will occupy the 19th-C buildings, the project funded by over $12 million from private developers committed to strict archeological and restoration specifications. An additional $2.6 million necessary for major structural stabilization will come from a fund-raising project undertaken by the Junior League of Phila.

Fairmount Waterworks is a complex of nine buildings erected between 1812 and 1871, with the original construction under the direction of Frederick Graff, an apprentice of Benjamin Latrobe. The earliest structure, the "Engine House" (1812), was designed to replace the city's original 1799-1801 Latrobe pumphouse at Center Sq., now the site of City Hall. Both these plants were steam powered. A new up-river location had been chosen to put the pumps near the elevated reservoir under construction at Morris Hill (or "Fair Mount"), the highest point near the city. The resulting gravity system eliminated the need for the distribution pump at Center Square.

Fairmount Waterworks. William H. Bartlett, engraver, c1835. *Free Library of Phila.*

Due to operation and maintenance difficulties the steam pumps never proved economically viable and the waterworks converted to waterpower by building a dam, excavating a forebay, and building a wheelhouse for wooden wheels which began operation in 1822, supplanting the engines. This first wheelhouse is now called the "Old Mill House" and serves as the massive base (9,500 sq. ft.) upon which five of the familiar and recognizable waterworks buildings sit. At each end are identical small, porticoed administration buildings, the "Caretaker's House" and the "Watering Committee Building" (both 1822). Between them are three structures built in 1871 as part of the last major renovation of the plant. At center is the large, open temple known as the "Pavillion" and its two flanking "Entrance Houses," which gave access and light to the wheelhouse below.

In 1835, the classically styled "Gazebo" was built on the outer end of the earthen dam as an ornament for what was becoming a popular public garden. The space between the Gazebo and the Old Mill House was filled in 1861 by the "New Mill House," designed to house vertical Jonval turbines to supplement the wood-and-iron wheels then used in the adjoining Old Mill House. All the old wheels were replaced with turbines during the 1871 renovations.

The Phila. Water Dept. traces its origins to "The Watering Committee" appointed in 1797 by the Joint Committee of Select and Common Councils. The Committee built the first large-scale, steam-driven pumping system in the nation and created the first

Continued on next page.

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WATERWORKS *Continued from page 1.*

comprehensive municipal water system. Though its first buildings are long gone, the Engine House is its oldest surviving facility and one of the oldest of its kind in the U.S. The waterworks gardens, first planted in the 1820s and continuously expanded over subsequent decades, formed the nucleus of Fairmount Park when it was created in 1855. In 1867 the Pa. legislature expanded the park to include the watersheds of the Schuylkill and Wissahickon valleys in order to protect the river as a source of fresh drinking water. Today, the Fairmount Park system is one of the largest municipal park systems in the world.

While the gardens and the complex's classic architecture are universally praised by modern admirers, the machinery and technology in the wheelhouses were a popular tourist attraction in the 19th C. Visitors were allowed to enter and view the works from elevated galleries. A single, experimental, 1851 Jonval turbine and pump remains in place between the Caretaker's House and the Engine House. The runner has long since been removed. The complex has been designated a National Historic Mechanical and Civil Engineering Landmark by the ASME and ASCE and is also a National Historic Landmark.

Although Fairmount Park was created to protect the city's water supply, little could be done to curtail the industrialization and urbanization of the Schuylkill River between Philadelphia and Reading. Coal mining has adversely affected the river's water quality since mining went below the water table in 1835. As the city expanded and water quality declined, other pumping stations became increasingly important. Fairmount Waterworks was closed in 1909 and two years later the Old Mill House was converted into

The Waterworks c1880, lower right, and the original reservoir, upper left — now the site of the Phila. Museum of Art. *Free Library of Phila.*

the city aquarium. At that time, construction began on the Phila. Museum of Art at the reservoir site atop Fairmount. In 1940, the New Mill House was converted into the Kelly Auditorium. The aquarium closed in the 1960s and the waterworks has been largely vacant ever since.

The present restoration program began in 1974 when the Sustaining Members of the Junior League of Phila., Inc. formed the Fairmount Waterworks Restoration Committee. Through promotional and fund-raising activities, they have kept the project in the public eye. They provided funds for emergency repairs and matched a state grant for the first restoration—the Watering Committee Building—which is now the Park Commn.'s Office of Interpretive Programs.

Additional research was provided by a 1978 Historic American Engineering Record recording project, which included a reuse study and resulted in the 1979 publication *Rehabilitation: Fairmount Waterworks 1978; Conservation and Recreation in a National Historic Landmark*. That year, the Water Dept. retained John Milner Associates to prepare an adaptive reuse feasibility study, which was completed in 1981. The Milner report outlined some of the major reuse proposals now in progress. A steering committee, established in 1983 by the Water Dept. and Park Commn. to explore reuse possibilities, followed the Milner study lead and determined that the creation of a restaurant and a low-head hydroelectric plant was feasible because there were willing developers.

Restoration of the Caretaker's House was completed in early Aug., according to David Hollenberg, project manager for Milner, who also reported on the archeological work in the New Mill House, site of the future hydroelectric facility. The interior had been converted to a swimming pool in 1940, and the pool's bottom was 15 ft. above the original turbine level. A 12-ft.-sq. section was removed in preliminary explorations down to turbine level and no trace of original equipment was found. Research found that large quantities of metal from the building had been sold for scrap at one time, thus indicating the probable fate of the turbines. The building foundations are another 15 ft. below the turbine level but were not excavated. Hollenberg said that the archeological work, while disappointing because it failed to recover the turbines, is good news for the restoration project since it will result in a lower costs for the hydroelectric developers. They must have an archeologist on site during all future excavation work, he said.

The generating plant in the New Mill House will be done by a private developer, who also will completely restore and maintain the north end of the waterworks complex. Formal proposals from developers were being received and reviewed by the city in Aug. The overall work will involve gutting the building, installing generating equipment, re-excavating the old forebay, exterior restoration, and other work at an estimated $10.3 million cost.

Two 1,000 kw horizontal propeller turbines—with room for a third—will be installed, using flow from the 5.5-mile reservoir backed up by the present 11-ft.-head concrete gravity dam, built in 1925. The dam is 35 ft. high and 1,025 ft. long. The powerhouse will be operated as a run-of-river station with no modification of inflow and outflow levels. Estimated annual average generating power is 10,800,000 kw.

A Request for Proposals is now being prepared for the next large item, a $2.7 million restaurant development to encompass the Engine House, Entrance Houses, Caretaker's House, and Pavilion. The Engine House will receive a preliminary archeological investigation. As planned, much of the restaurant complex will sit atop the Old Mill House, so it, too, will be reconstructed; in particular, its deck and substructure must be stabilized. Since no developer would underwrite this especially costly ($2.6 million) job, which has no commercial return, the Junior League is raising the funds. The Pew Memorial Trust and the William Penn Foundation together already have committed $1.8 million, but $800,000 more is needed.

Finally, a waterworks museum and interpretive area is planned for the Engine House basement, focusing on the surviving Jonval turbine. A grant will be sought for the necessary $300,000.

Editor's Note: Project information was supplied by Charles A. Evers, Historic Resources Development Coordinator, Fairmount Park Commn., with assistance from David Hollenberg, John Milner Assoc., and Susan W. Myers, Junior League of Phila., Inc.

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The *SIA Newsletter* is published four times a year (Spring, Summer, Fall, and Winter) by the Society for Industrial Archeology. It is sent to SIA members, who also receive the Society's journal, *IA*, published annually. SIA promotes the identification, intrepretation, preservation, and re-use of historic industrial and engineering sites, structures, and equipment. Annual membership: individual $20; couple, $25; institutions, $25; contributing, $50; sustaining, $100; student, $15. Send check payable to SIA to Treasurer, Room 5020, National Museum of American History, Smithsonian Institution, Washington, D.C. 20560; all business correspondence should be sent to that office. Editorial correspondence should be sent to ROBERT M. FRAME III, Editor *SIA Newsletter*, P.O. Box 65158, St. Paul, Minn. 55165-0158.

THE STATE OF THE SOCIETY: A Few Remarks from the President

On assuming the presidency at the Society's Annual Meeting in Boston, I spoke a few informal words to those present about my concerns and goals. I'd like to elaborate on these now for the entire membership.

We're a heterogeneous group of some 1200 men, women, and institutions, representing the U.S., Canada, and a few dozen overseas nations. Enthusiasm for the subject — the physical remains of the industrial past — unites many individuals with diverse and specialized interests. We are architects, historians, engineers, curators, and preservation professionals; we are students, teachers, and many other sorts of knowledgeable people who share a wide variety of vocational interests in IA. All have something to contribute to the Society, and some might have specific requests to make of it.

SIA promotes the study of the surviving industrial heritage, and in so doing encourages its preservation as well. We encourage and sponsor field investigations, research, recording, and the dissemination and exchange of information on all aspects of IA. Of late, the importance of documentary evidence (photos, printed sources, business records, etc.) as well as human resources (such as skills, songs, and oral histories) have been recognized as providing a necessary component in our efforts — as long as they complement the archeological investigation and do not entirely replace it. Therein is the significant distinction between our work and the history of technology, labor history, etc. We start with physical evidence as a basis on which to study and build a holistic approach to industrial history.

We interpret this evidence via the traditional means—lectures, publications, and exhibits—as well as through meetings and tours. The SIA seeks to educate the public, public agencies, and owners of sites on the advantages of preservation through continued or adaptive use. When all else fails, or before adaptation occurs, we record the site. At both the local and national levels, SIA members have contributed time and skill to document numerous sites and structures and to preserve many as well.

While I applaud what SIA has accomplished in the past, I want to take this opportunity to encourage *all* the membership to become more involved as a means to continue this work. Only a small percentage of you are active on a regular basis, but I feel sure that each of you has an interest or a skill that can be applied to any one of a number of programs we could undertake. Only about 200 members attend the Annual Conference each year, and only about half that number join the Fall Tour. The board makes every attempt to provide regional diversity for meeting sites and to be sure that the sites we choose have solid IA worth visiting. However, most years we seem to attract the same hard core. What can we offer to solicit the participation of the rest of you? Will you come to Newark, N.J., in May '85, 1,000 strong? How about Niagara Falls in October?

Furthermore, by your absence, you indicate that the SIA's work is something you read about other people doing. If we're to make progress in increasing public awareness of the value of IA, we need everyone's involvement, doing what each does or knows best, and letting the rest of us know about it. The *Newsletter (SIAN)* is intended as a forum where members are encouraged to report their activities, opinions, criticisms, and suggestions for action. In addition, I'm going to ask the board to prepare a questionnaire so that we may poll members about what they feel the SIA should be doing, and how they can help.

Current projects under way include the NEH-funded curriculum project, designed to enrich American history curriculums with a much-needed dose of industrial history. A committee headed by Nicholas Westbrook of the Minnesota Historical Society is completing the work so ably planned by Michael Folsom of the Charles River Museum of Industry, and we expect the prototype teachers' guide to be finished by 1985. Just completed is a special publication, Victor C. Darnell's *Directory of American Bridge-Building Companies 1840-1900,* number four in our series of Occasional Publications. A great group of SIA volunteers has put in many hours to bring this volume to press.

We continue to work with other historical and preservation agencies on related projects. We have a very solid relationship with HABS/HAER, which we will maintain. We also share concerns with the Natl. Trust for Historic Preservation. The June 1984 issue of the Trust's *Preservation News* carried several notes of interest to SIA members. Columbus, Ga., site of the 1979 Annual Conference, has saved its turn-of-the century RR station. The Sloss Furnace Assn. of Birmingham, Ala. (Director Randy Lawrence, and Curator, Bob Casey, both SIA), was honored by the Trust with an award for its effort to preserve the furnace as a museum. Cited as a "model for community organizing" to save a National Historic Landmark, the citizens of Birmingham deserve praise for their recognition of an industrial site as monument.

It's at the community level that we can accomplish a great deal through publicizing surviving sites and structures and their significance to American industrial history. Several new projects and publications identify successful examples of such work, all funded by NEH or state humanities councils. Arkansas's Old State House Museum, for example, publishes a semiannual newspaper to supplement state history texts that includes coverage of the cotton industry's effect on the state's economy. Spokane's public library will fund a lecture series on the impact of RR history on the community. The Univ. of Pennsylvania will sponsor summer institutes for high school teachers to examine the teaching of local history. The State Historical Society of Wis. sponsors a similar workshop focusing on research strategies and resources for community history. All these relate to SIA's curriculum project, and we invite members to suggest ways in which that guide can best be disseminated at the local level to inject industrial history into a variety of new audiences. I hope SIA members in the communities named will make contact with project principals and tell them about the national organization that exists to foster just the sort of work they're doing.

In addition to the preservation movement, other organizations have programs relevant to what we do, such as the professional engineering societies, canal and RR groups, architects and architectural historians. If you are a member of one of these, please keep *SIAN* informed of its relevant activities, and likewise let them know about us. The Montgomery C. Meigs Original Chapter here in Washington cosponsored a meeting in March with the National Capitol Section of the ASCE, which is a good example of this type of cooperation.

About 35 of us participated in the TICCIH conference, '84, held in New England in June immediately prior to SIA's 13th Annual Conference. One of the most important things we learned from the week-long meeting with colleagues from 20 countries was the universality of our concern for the industrial heritage, based on the fact that everywhere factories, machines, mines, canals, and worker housing face the same threats. In some countries federal or local government support has promoted inventories and protective legislation; in others, private sector museums or adaptive use have saved the good stuff. We all bemoan the special problems that pertain to recognition of industrial sites: they don't qualify as "landmarks" or monument material to those more accustomed to historic houses, castles, churches, etc. A worldwide job of public education awaits us.

I hope all of you will join me in working to promote IA over the next two years. Thank you — and please let us hear from you, either by letter or through *SIAN.*

Helena E. Wright, President

13th ANNUAL CONFERENCE — BOSTON, JUNE 14-17

Editor's Note: For SIA '84 it was New England and Boston, an area probably with more SIA members than all other U.S. regions combined, a territory seemingly wall-to-wall, brick-to-brick IA, supposedly toured and re-toured. The Southern New England Chapter, nevertheless, not only found enough for the SIA to get a fresh look at the area's IA, but even had enough left over to allow three different tours for the previous days' TICCIH conference.

Our tours were narrated by a cadre drilled to excellence by Peter Stott. But perhaps most impressive of all was the designer-coordinated conference brochure collection, with their striking Boston Blue tour-route overlays on USGS quad excerpts. Inside, these oversized folders (one each for both a.m. and *p.m. bus tours) were crammed (neatly) with full-dress descriptions of every site even remotely visible from the bus window. If this didn't satisfy the quest for IA info, we could page through our Stott-authored, MIT Press paperbound guide specially published for the conference. Each of us went home with a veritable library on Boston's industrial heritage.*

The following account, prepared by conference planners, is an armchair rendition of the 13th Annual Conference for those who missed the real thing.

THURSDAY EVENING. The first gathering of conference registrants—incl. spouses, friends, et al.—was a welcoming reception at the very latest institution to join the regional effort at preserving the industrial past, the new **Computer Museum** on Boston's Fort Point Channel. The reception, hosted by the Southern New England Chapter, also was scheduled as the final event of the TICCIH conference (reviewed separately in this *SIAN*), so that the groups might commingle.

EAST BOSTON SEWAGE PUMPING STATION: E.P. Allis horizontal triple-expansion steam pumping Engine No. 3 (1899), one of two extant here. Operated during special pre-conf. tour on Thursday. *Richard Hills photograph.*

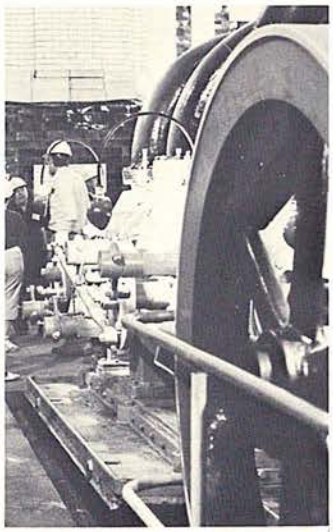
BAKER CHOCOLATE WORKS, Dorchester Lower Mills. *Left:* Forbes Mill (1911) at left of overpass, with Baker mill (1891) at right. *R.M. Frame photograph. Below:* Cocoa Bean Silos (1939). *R.M. Vogel photograph.*

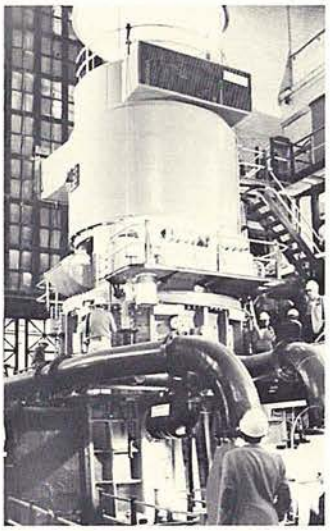
FRIDAY TOURS. The conference bus tours were organized by Peter Stott and Mike Folsom, with the assistance of Dave Engman, Rick Greenwood, Sandy Norman, Chuck Parrott, Myron Stachiw, and Charles Sullivan, who all worked as tour guides. Special credit goes to Peter Stott, who pulled together volumes of documentary material about tour sites for the guides to digest in preparation for their narratives.

The tours included many of the key industrial sites south and west of Boston, to the neglect of those north and northwest. We most regretted missing the Saugus Iron Works, but reasoned it was the most readily accessible of Greater Boston sites—and we did hit the even earlier **Braintree Furnace** (1644-1653) in Quincy (which we faithfully reminded people is pronounced *Quin-zee*).

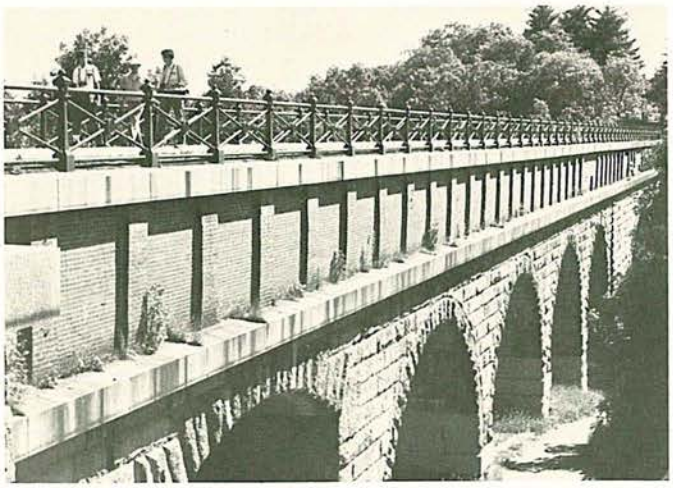
The Friday process tours included the **Honeywell** circuit board assembly plant in Brighton (for those hardy enough to depart at 7:30 a.m.); the 187-acre **Fore River (General Dynamics) Ship Yard** in Quincy, where we marvelled at the 1,200-ton-cap. Goliath gantry crane, largest crane in the western hemisphere; and the **United Waste Co. "shoddy" mill** in Dedham (about which more below).

We perambulated **Dorchester Lower Mills** on the Neponset River, where industry began in 1634 (one of four 1630s industrial sites on the tour), and where the **Baker Chocolate Co.** flourished from 1765 to 1965. [A week after we left, 15 tons of brick cornice crashed 35 ft. from a 1905 Baker building, demolishing three parked cars and narrowly missing an employee.] We toured Newton Upper Falls on the Charles River (textiles and textile machinery), hiking through the woods and across the Sudbury River on the Sudbury Aqueduct's 1878 **Echo Bridge.** Next, we visited three historic but inoperative steam power and pumping facilities: **Boston Edison's "L Street" generating station,** where one surviving vertical Curtis steam turbine (1914) is at least temporarily on public





BOSTON EDISON "L STREET" STATION: Two views of the 15,000-kw Curtis Steam Turbine No. 8 (1914). *Photos by R.M. Frame (L) and R.M. Vogel (R).*



Above: Several of the lesser arches of Echo Bridge (1878) on the Sudbury River Aqueduct. *Right:* Chestnut Hill Pumping Station, Boston Water Works — exterior and interior, with tour-goers in, on and around the 1895 Leavitt triple-expansion engine. *Photos by R.M. Frame (L, C) and R.M. Vogel (R).*

display; the **Chestnut Hill High Service Pumping Station** (1889) with its National Historic Mechanical Engineering Landmark Leavitt engine (1895) for Boston's water system; and—highlight of the tour—the intact array of on-site power generating equipment at the 1835 Barrows Mill, the shoddy mill now under management of the United Waste Co. on Mother Brook (1639) in Dedham. After surveying the fascinating milling process upstairs we ventured deep down into the basement wheelhouse/engine-room to find, in one place, a breast wheel arch, a water turbine, a Corliss-built steam engine, an 1890s Westinghouse generator, and a 1920s Westinghouse steam turbogenerator.

FRIDAY EVENING. Events at the conference hotel began with a program presented by the **Kendall Whaling Museum** of Sharon, Mass. The museum has been involved in an experiment in the recreation of the lost technology of whale oil rendering or "trying out," as it was called. A slide presentation by Jim Frazier and Gare Reid of the museum outlined the historic technology and reviewed the actual manufacture of whale oil achieved by experimentally recreating the trying-out process [see *SIAN* Spring 84:2].

Rounding out the evening's program, Kendall Director Stewart Frank and Mary Malloy of **Salem's Peabody Museum** brought further life to the history of the whaling industry by presenting work songs typically sung by the whalemen. Sung in fine voice accompanied by guitar, accordian, fiddle, and spoons, the music was excellent and well received. Later, a videotape of the trying-out experiment was shown while Jonathan Woodman ran the perennially popular IA show-'n-tell. SIA members are invited to the next trying-out session at Kendall, scheduled for Nov.

Saturday was devoted to scholarly papers and presentations, discussed below.

Inside the shoddy mill. *R.M. Frame photograph.*

SATURDAY EVENING. In several ways, this was the conference's peak experience, for it tied together, around Boston harbor, sites and themes of much that came before and after. London double-decker buses (more or less accurately) transported people from the hotel to the **Charlestown Navy Yard** (1800, disestablished 1974), home of "Old Ironsides" and other touristic attractions). Our clambake banquet site, however, was a part of the Yard not normally open to tourists: the derelict **Chain Forge** (1903-04), where massive anchor-chain links were produced. Natl. Park Service personnel provided guided walks through the Chain Forge as well as the intact 1,360-ft. **Ropewalk** (1838), one of the original granite buildings designed by Alexander Parris.

Almost three hours on the water during an outstanding harbor cruise took us past a number of sites encountered on Fri. and Sun. bus tours in Charlestown, downtown Boston, and South Boston, making evident the rationale for locating at dockside those in-

Continued on next page.

EATING: Friday's scenic lunch stop *(above),* and Saturday's clambake dinner *(below)* at Charlestown Navy Yard. *Photos by R.M. Frame (A) and R.M. Vogel (B).*

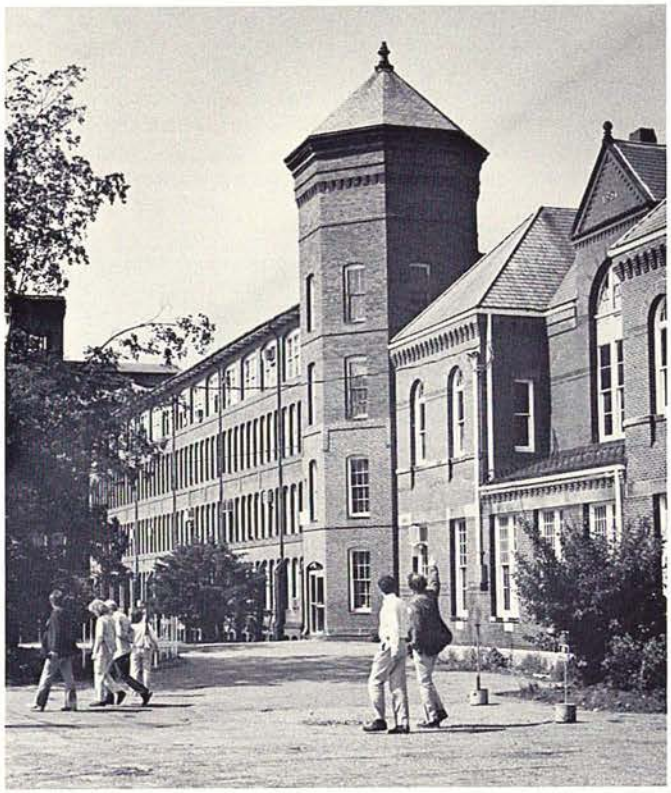
SATURDAY EVENING AT THE NAVY YARD. *Left:* Boarding the *Bay State* for a Boston Harbor cruise. *Right:* Touring the 1,360-ft. Ropewalk (1838). *Photos by R.M. Frame (L) and R.M. Vogel (R).*

CONFERENCE *Continued from page 5.*

dustries requiring great amounts of imported bulk goods such as coal, sugar, and lumber.

Returning from the outer harbor, the cruise witnessed two spectacular events that not even the Southern New England Chapter, with all its power and legerdemain, could have organized on purpose. First came one of nature's more dramatic sunsets, followed by the new Sonesta Hotel's grand opening fireworks display, reportedly the largest ever in Boston. While neither of these events fell quite within the purview of IA, they certainly were very much in keeping with the spirit of the occasion.

SUNDAY. The Sunday morning tour drove west along the Mass. Turnpike Extension (former Boston & Worcester RR right-of-way, 1835) to Rt. 128 ("America's Technology Highway") for a look at its freeway frontage roads ("the IA of tomorrow"), then back to Boston along the Charles River. We stopped at the **American Waltham Watch Co.** factory (1854-1954) and the **Boston Manufacturing Co.** (1814-1911; NHL), the first fully integrated textile mill. Drive-bys included the **Stanley [Steamer] Motor Carriage Co.** plant (1903-04), **Watertown Square** (first waterpower on the Charles, 1634), **Watertown Arsenal** (1816+), **Ford's Model T plant** in Cambridge (1913), MIT (1916) and industrial East Cambridge, Charlestown, and Boston's North End, with emphasis on furniture and confectionery sites.



Sunday morning at the Waltham Watch Co. factory. *R.M. Frame photograph.*

The bus tour terminated at the **U.S. Custom House** (1837-47) and, following lunch at nearby **Quincy Market** (1824), conference diehards had the rare opportunity to view the waterfront from the observation level of the Custom House tower (1913-15). This birds-eye view was both a spectacular scene and a fitting orientation for the afternoon walking tour of the waterfront. Led by Charles Parrott, the waterfront tour included granite wharves and varied maritime warehouse structures surviving from the antebellum central waterfront.

PAPER SESSIONS. The paper sessions were organized to reflect a broader perspective on IA by emphasizing a comparative or systems approach to understanding the interrelations between industrial technology and society. Four general areas of IA were considered: urban infrastructure; factories, industrial worker housing, and their relationship to community design; technological innovation and diffusion; and survey approaches to historic industrial site inventories. Thirty-one papers were presented during Saturday's nine sessions through the morning and afternoon.

Concurrent with the paper sessions was the SIA-sponsored Symposium on the IA of the American Iron Industry, which was co-chaired by Edward Rutsch and Eric DeLony, and included 13 presentations.

Urban infrastructure was covered by three sessions. An urban transportation session began with a review of Toronto's railroad complex and its rehabilitation. This was followed by two papers on Boston's early electric transit system. The first of these discussed a proposed monorail system. This was followed by an analysis of Boston's early rapid-transit power stations as they exemplified changes in power engineering at the turn of the 20th C. A session on urban water and sewer systems began with an overview of early 19th-C concepts of urban water supply and the hydraulic engineers who conceived Boston's water system. Also included was a paper on water supply facilities constructed 1848-1926 to serve Boston and a paper on sewage treatment facilities. A third session considered port cities in both their architectural and archeological aspects. A 900-year overview of Boston (the one in Lincolnshire, England) as a port was followed by a selected survey of wharf development in U.S. Atlantic-coast cities. Two papers examined, separately, maritime industrial development in Portsmouth, N.H., and shipbuilding in Warren, R.I.

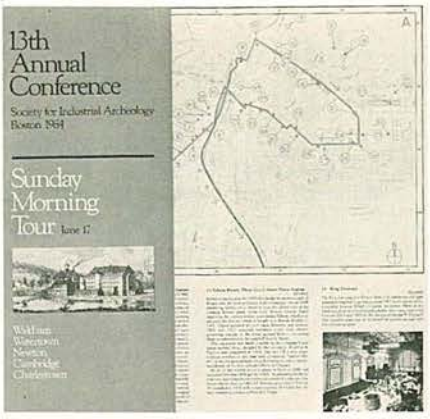
Two related sessions focused on the relationship of community spatial organization to factory design and worker housing. An analysis of Zachariah Allen's approach to domestic and industrial architecture in R.I. began the first session, accompanied by a paper on New England textile mill design since 1860. This was contrasted with a paper on Ford's innovative Highland Park assembly plant known as the "Crystal City." The second of the sessions dealt with housing as related to community design. A presentation of British industrial housing of the past two centuries preceded a detailed

analysis of glassworkers' housing in Cambridge, Mass., and a presentation on company-constructed housing in South Bend, Ind.

Technological innovation and diffusion was analyzed in a diversity of manufacturing and construction settings. A session on origin and transfer of industrial technology began with a paper describing the reconstruction of a hoisting apparatus that was copied throughout the U.S. in the decades that followed its introduction in the 1820s. An analysis of a pin machine provided an example of how a variety of sources, including both archival and artifactual information, can contribute to understanding the history of technology. A specialized wood lathe provided the topic of a paper that demonstrated how diffusion of a technological innovation could be traced geographically throughout a region over a period of several decades. A related session focusing on the New England region contained a synthesis of types of industries in early Boston, followed by an analysis of the evolution of flint glass production technology in a single company over a period of 60 years. The IA of the communal society of Shakers, who readily adopted new forms of technology, was contrasted with the technology of constructing the 615-ft. Canton viaduct, in two papers concluding the session.

Two sessions covered IA site inventory processes. The Historic American Engineering Record's 15th anniversary was recognized in a separate session during which past and present HAER staff traced the developments, innovations, and problems in recording historic engineering sites through historic reports, regional surveys, and drawings & photographs by an interdisciplinary team. In a first-ever international session on IA surveying, directors of industrial inventories in the U.S. (Mass.), Canada, Great Britain, and France described their efforts to identify IA sites and synthesize the information for planning purposes.

Pondering a model of the Boston Manufacturing Co. textile mill complex during Sunday's visit to the Charles River Museum of Industry, Waltham, which is housed in BMC's 1911 boiler house. *R.M. Frame photograph.*



Above: On the waterfront, Sunday, in front of one of Boston's many wharves, with conf. guides Peter Stott (center) and Charles Parrott (back to camera). *R.M. Frame photograph. Right:* A sampling from the stunning brochure package.

CONFERENCE BROCHURES. The tour organizers, with the most credit going to Charles Parrott, made a special effort to enhance the occasion by creating guide brochures that would help area newcomers comprehend the history and geography of the many sites. They developed an illustrated triptych format using USGS quads as base maps. These large-format guides—a set of four—are available from the Southern New England Chapter SIA, c/o Fred Roe, Treasurer, 837 Winter St., Holliston MA 01746.

SIA '85 CALL FOR PAPERS

A first call for research papers, symposia topics, and reports on current research has been issued for the 14th Annual Conference, May 9-12, 1985, in Newark, N.J., and New York City. Paper presentations will be on Sat., May 11, in Newark. Send inquiries, and abstracts (150 words) for consideration, to Edward Rutsch, Program Chair, Box 111, RD 3, Newton NJ 07860 (201-383-6355).

SIA FALL TOUR—ONTARIO, OCTOBER 12-14

The Niagara peninsula, lying between lakes Ontario and Erie west of the Niagara River, is the location for the 1984 Fall Tour of the SIA and the Ontario Society for Industrial Archaeology (OSIA), October 12-14. Including the cities of Niagara Falls, St. Catharines, and Hamilton, Ontario, the tour will feature navigation, hydraulic, and hydroelectric sites. Co-sponsors are the St. Catharines Historical Museum and the Welland Canals Preservation Assn.

The tour will open with a Friday evening reception at the St. Catharines Historical Museum, including a slide show of upcoming tour highlights, and an exhibit of Welland Canal engineering drawings.

Saturday includes an all-day bus tour of Welland Canals and environs, with stops at generating stations, flight locks, the Grand Trunk Rwy tunnel, a tour of Lincoln Fabrics knitting mill (1902), and lunch at the former Muir Bros. Dry Dock on the 2nd Welland Canal in Old Port Dalhousie. The day concludes with a banquet at Dundurn Castle, the mid-19th-C mansion of Sir Allan Napier MacNab, and a tour of the 1860s Hamilton Pump House with its original operating beam engine.

Sunday morning, after a hydro orientation, tour-goers will bus to Niagara Falls to visit the former Ontario Power Co. generating station (1905) at the base of Horseshoe Falls. A lunchtime option will be an IA walking tour of Niagara Falls.

The Fall Tour fee is $70 (US$56) for a full package including all events. For more information and registration materials contact SIA/OSIA Fall Tour, c/o St. Catharines Historical Museum, 343 Merritt St., St. Catharines, Ontario, Canada L2T 1K7 (416-227-2962). *C.A.*

NOTES & QUERIES

IRON WORKSHOP. A Workshop on the Industrial Archeology of American Iron has been announced for Nov. 10-11 at the New Continental Hotel, Grenwood Lake, N.Y. Plans include sessions on research methods, and the preservation and interpretation of historic iron sites, along with visits to several of the N.Y./N.J. Highland iron sites. Those interested in workshop details, or wishing to receive regular info. on SIA activities in historic American iron research, should contact Edward Rutsch, Workshop Coordinator, Box 111, RD 3, Newton NJ 07860 (201-383-6355).

MUSEUMS NEWSLETTER. The Museums Special Interest Group, Soc. for the Hist. of Tech., announces the first issue of their newsletter, to be published this fall. News items and short articles about museums and exhibits in the history of tech., science, and industry should go to Steven Lubar, Rm. 5035 NMAH, Smithsonian, Washington DC 20560, or Joyce Bedi, Curator, Center for the Hist. of Electrical Engineering, IEEE, 345 E. 47th St., NY NY 10017.

RR PRESERVATION. The Railway Pres. Found. and *Pacific News,* a West Coast rail magazine, are sponsoring a "railroad preservation newsletter competition." Beginning Sept. 1, the competition will cover six months during which time participating organizations must publish and submit at least three newsletters. For elibigility requirements and other details, contact Newsletter Competition, Rwy Pres. Found., Box 54433, Los Angeles CA 90054, or call *PN* at 213-240-4777.

VERNACULAR ARCHITECTURE FORUM is soliciting proposals for presentations at its 1985 Annual Meeting, May 1-5, Golden Gate Natl. Recreation Area, Ft. Mason, San Francisco. The focus will be on general vernacular architecture research and on specific methodological studies. A special session will cover western and California topics. Presentations may be formal papers (20 mins.) as well as work-in-progress reports (10 mins.). Proposals (400 words max.) should contain a brief description of paper content with specifics on scope, argument, and methodology. Send three copies by Jan. 15, 1985, to Thomas Carter, Papers Chair VAF, Utah Div. of State History, 300 Rio Grande, Salt Lake City 84101. Completed papers are due April 1, 1985.

IA IN THE UK. Though a crossing to Wales for the Annual Conf. of the Assn. for Industrial Archaeology might be out of the question for North American SIA members, they may want to know about what their IA cousins are conferring and seeing. The conf. opens Sept. 14 in the small seaside town of Aberystwyth, founded by Edward I in 1277 [!] (take that, New England). Lead mining flourished there from the 16th through 19th Cs and serves as the conf. focus. The first evening's program includes lectures on the local area and the lead industry. The next day, Saturday, has a morning of mining lectures (no concurrent sessions) and an afternoon of "excursions" by both narrow-gauge steam RR and motor coach to mines and museums. After the evening's Conference Dinner, time is devoted to "members' contributions." Sunday is a day of special lectures and reports, including the Rolt Memorial Lecture by Prof. John Harris on "French Industrial Espionage in the 18th C." Mid-day business ends the "Main Programme;" but lectures and excursions continue that afternoon, evening, and for the next two days. Tours include mines (such as the underground workings of the Roman Gold Mines at Dolaucothi), mills, an 18th-C blast furnace, and a ride on the Tal-y-llyn Rwy. A special trip to some of the more inaccessible mines would be a possibility Wednesday. More info. avail. from David Alderton, Conf. Sec., The Old Police House, Hackford Rd., Wicklewood, Wymondham, Norfolk, NR18 9QJ, England. Attending will be (at least) Roger Robertson [SIA] who "would be delighted to see some familiar SIA faces there!"

FOREST HISTORY. In Oct. 1981, after 40 years of operation, Western Forest Industries Ltd. closed its sawmill and shingle mill at Honeymoon Bay, B.C., Canada, as well as its logging camp at Gordon River, B.C. The entire mill complex was demolished in 1982. Fortunately, due to the company's generosity, over 300 artifacts were shipped to the Modern History Div. of the B.C. Provincial Museum (c/o Parliament Buildings, Victoria, B.C.). The collection includes a Sumner steam engine, a Heaps steam cylinder, mill and forestry tools, Moore Dry Kiln gauge, jack ladder links, sawguides, and numerous items of work clothing. Transferred to the B.C. Provincial Archives were over 100 boxes of records, 70 rolled multi-sheets of logging maps and plans, and 80 rolled multi-sheets of mill blueprints and drawings of structures. The archives has compiled a Western Forest Industries finding aid. The company is still adding to the collection.

ASA CALL FOR PAPERS. Paper proposals are being accepted for the 10th Biennial American Studies Assn. Convention, Oct. 31-Nov. 3, 1985, in San Diego. The overall theme is "Boundaries in American Culture" and SIA members may be interested in several sub-themes: "Arts (popular, high & functional);" including architecture; "Public Support & Public Policies;" including museums & historic preservation, parks & public lands; "Folklore & Folklife;" including material culture and commercial archeology; "Cross-Cultural Relations/Intl. Perspectives;" including technology & trade; and "Geographies & Ideologies;" including landscape studies and cultural ecology. Deadline is Jan. 15, 1985, for typed, double-spaced proposals in eleven copies, with official proposal cover sheet which is avail. from ASA, 307 College Hall/CO, Univ. of Penn., Phila. 19104; 215-898-5408. Send all completed materials to Prof. Martha Banta, Chair, ASA Program Committee, Dept. of English, 2225 Rolfe Hall, UCLA, Los Angeles 90024.

AVAILABLE

FELLOWSHIPS. The James Jerome Hill Reference Library will award a number of fellowships of up to $2,000 to support research in the James J. Hill Papers. Hill (1838-1916) was founder and driving force behind the Great Northern Rwy, as well as being important in the Northern Pacific and the early Canadian Pacific. His almost 500 ft. of personal correspondence and financial papers constitute one of the most complete manuscript collections of a 19th-C businessman. The deadline for applications is Dec. 1, 1984. Contact W. Thomas White, Curator, Hill Ref. Library, 80 West 4th St., St. Paul MN 55102 (612-227-3339).

RAIL MAP. The Calif. Dept. of Trans. (Caltrans) has published a new color map showing the rail routes, carriers, services, and related facilities within Calif. Additional features are enlargements of urban areas (showing rail facilities in detail), counties, highways, ports, and major airports. The map measures 36x46 and is printed at a scale of 1:1,000,000, suitable for wall mounting. Send $1, check or m.o., to Caltrans, 6002 Folsom Blvd., Sacramento CA 95814.

MOP MACHINERY. You, too, right in your very museum shop or cottage, can turn out floppy mops on period equipment. Vintage cotton preparatory and roving mchny is about to be evicted from its Texas home: carding machines, slubbing & roving frames, pickers, plus the final mop-head assembler, all c1897-1925 & operating. Contact Patrick Butler, Harris Co. Heritage Soc., 1100 Babgy, Houston 77002 (713-223-8367). Tell him SIA sent you.

H.E.W.

WANTED

LIGHTHOUSE EQUIP. For restoration of the fog signal and the tramway at Split Rock Light Station (1910) on Lake Superior, the Minn. Hist. Soc. seeks to purchase replacements for missing original equipment: 1910 Franklin tandem gasoline-driven air compressor, 22 or 30 hp., 7x9 or 7x10 GHSG, 2 cycle, 275 rpm; 1910 Gardner Governor Co. circulating water pump, 3x2x3; 1915 Novo Engine Co. tramway engine & hoist, 10 hp., 400 rpm, 1 cyl., 4 cycle, back geared to 14-in.-drum hoist with single line, 5-ton load. Addnl. lighthouse equip., c1910-25, needed. Contact Albert Galbraith or Steven Hall, Minn. Hist. Soc., Ft. Snelling Hist. Center, St. Paul MN 55111 (612-726-1171).

TECHNOLOGY CURATOR. A Curator of Maritime History (GS-11 or 12) is sought by the Div. of Trans., Dept. of Hist. of Sci. & Tech., Nat. Mus. of Am. Hist., Smithsonian (Announcement 84-393-F). Applicants should have professional knowledge of the history of marine transportation, naval architecture, ship models, and naval ordnance, as well as a demonstrated ability to perform professional historical research in maritime history and/or naval architecture. Info.: Office of Personnel Admin., Arts & Industries Bldg Rm. 1410, 900 Jefferson Dr. S.W., Washington DC 20560 (202-357-1450/1452.

MANUSCRIPTS. The *Journal of Metals* wishes to promote interest in historical metallurgy by publishing a short, one-page monthly feature focusing on archeological and/or industrial developments in metal processing and utilization. *Metals* will consider adapting an article previously published elsewhere. Contact Kevin W. Marsden, Editor, *Jnl. of Metals,* 420 Commonwealth Dr., Warrendale PA 15086 (412-776-9086).

Meanwhile, the following comes from the Managing Editor of *The New England Quarterly.* "We have noticed that some especially fine investigations are currently emerging that examine the role of labor and technology in the development of the New England economy. We are concerned that *NEQ* be in the forefront in publishing the best studies in this area, as it has in the areas of intellectual, social, and literary history. Toward this end, I cordially invite scholars working in the areas of economic history—or indeed any other area that furthers our understanding of New England's past—to forward their essays to me so that I might send them to the editors for consideration." William M. Fowler, Jr., *NEQ,* Meserve Hall, Northeastern Univ., Boston MA 02115 (617-437-2734).

REFERENCE TOOLS. The New Reference Tools Special Project Committee of the Art Libraries Society of N. America seeks information on art reference tools currently in progress. The committee attempts to maintain a complete file of new art reference works in progress in order to keep art librarians and visual resources curators, the primary users of such works, aware of what is new and forthcoming in the field. The committee would like to hear from art historians, art librarians, visual resources curators, authors, compilers, anyone currently working on a reference tool in any field of the visual arts, architecture, archeology, and the crafts. Contact Janet Clarke-Hazlett, Art Librarian, Vassar College, Poughkeepsie NY 12601.

IA HACKERS NOTE: A German institute developing a computer-oriented IA research project on early industrial buildings in the Rhein-Main area seeks info about databases for similar work. They are generating a systematic recording method and would like to hear from others with IA-oriented classification schemes. Contact Profs. Gunter Behnisch & Rolf Hohmann, Institut fur Baunormung, Technische Hochscule Darmstadt, Petersen-strasse 15, 6100 Darmstadt, BRD/Fed. Rep. of Germany.

IA FILM NEWS

SCHOONERS ON THE BAY, a film about New Jersey oyster boats has been broadcast on N.J. TV and is now available for rental or purchase. The building, operation, and maintenance of wooden boats is depicted as the film follows the *Isaac Evans* and the *J.&E. Riggin,* two boats restored to sail and now taking tourists on coastal Maine cruises. Also seen is the launching of the steel boat, the *Robert C. Morgan,* the first N.J. oyster boat launched in 50 years. Other oystering techniques and equipment are included, along with a soundtrack featuring original work songs and ballads. Avail. (16mm film and VHS or Beta video cassette): N.J. Network, 1573 Parkside Ave., CN 777, Trenton NJ 08638 (609-292-5252).

THE LAST PULLMAN CAR tells the story of the closing of the last factory in America to manufacture subway and RR passenger cars, following the confrontation between Pullman workers and the modern Pullman conglomerate. According to the originator, Kartemquin Films in Chicago, this film had a nationally scheduled PBS airdate in July but may or may not have been shown by the local affiliate because of its controversial labor-related content. A 56-min. 16mm color version is avail. for rental ($75) or sale ($700) from New Day Films Co-op, Inc., P.O. Box 315, Franklin Lakes NJ 07417 (201-891-8240).

TURN TO THE WIND, a fine 18-min. film on windmills by British filmmaker Alan Willmott with commentary by the actor Peter Barkworth, is now avail. on video for £18. Write A. Willmott, 34 Belswains Ln., Hemel Hempstead, Hertfordshire, HP3 9PW, England. *J.K.M.*

NEW EXHIBITS

"THE DELAWARE & RARITAN CANAL: A Retrospective" runs through fall at the N.J. State Museum, Trenton. Produced as part of the 150th anniversary of the D&R's completion, the exhibit uses historical photos, engravings, maps, and artifacts to interpret three aspects of the canal's history: the technology of the canal's construction and maintenance, industrial development along its length, and its use as a recreational area long before it became a state park in 1974. The canal connected New York City with Philadelphia by linking the Raritan and Delaware rivers. Peak tonnage year (80% coal) was 1871.

"ZURICH-WESTERN SWITZERLAND: Industrialization and Urban Development," a major exhibit on the urban industrial history of the French region of Switzerland, opens in Geneva this fall. It grew out of the important exhibit "Zurich als Industriestadt," researched and developed by H.-P. Bartschi, a scholar from the dept. of history and theory of architecture at the Swiss Federal Inst. of Tech., Zurich. The Association pour le Patrimoine Industriel (API) assembled a group of historians to translate the exhibit's 44 panels into French and in the process redesigned the graphics and added 50 panels of examples from seven western Swiss cantons. API hopes to send the exhibit abroad and, if there are enough requests, will prepare translations in English, German, and Italian. Reflecting the "Town and Industrialization" theme of the 4th TICCIH assembly in 1981, the Geneva opening coincides with the 5th TICCIH meeting this year, as well as the 5th anniversary of API, founded in Geneva. Accompanying the exhibit is a 200-p. catalog and a slide show. Information and a detailed 6-p. outline in English are avail. from API, Secretariat, c/o Palais de l'Atheneee, 2 Rue de l'Athenee, 1205 Geneve, C.C.P. No. 12-9483, Switzerland.

"MILES: THE FIRST CENTURY" overviews the 100-year history of Miles Laboratories, Inc., the Elkhart, Ind.-based manufacturer of medical and consumer health care products. Using artifacts and photos from Miles' corporate archives, the exhibit describes the business founded by Dr. Franklin Miles that, in the late 1920s, introduced Alka-Seltzer and, in the 1940s, One-A-Day multivitamins. The exhibit is at Discovery Hall Museum in South Bend.

SITES & STRUCTURES

MOUNT ROYAL LIVES. The B&O Mount Royal Station Train Shed [1894-96; NHL; *SIAN* Sept.-Nov. 76:2] in Baltimore will be entirely restored in a reversal of demolition plans by the Maryland Institute, College of Art, which owns and occupies the adaptively rehabed station. Sections of the shed, one of a dozen surviving long-span RR sheds in the U.S., would have been lost in a planned renovation of the adjoining station. The Md. Hist. Trust, however, which had the power to withhold a $720,000 state grant to the station project, pressured the institute and then offered $25,000 of its own money as an added incentive. The new shed work will cost $600,000, of which $425,000 has been raised. *[Info from article by John Dorsey,* Baltimore Sun, *July 11, 1984.]*

NATIONAL CASKET LIVES TOO. The National Casket Co. building [1880s; NR elig.], Rochester, N.Y., is undergoing restoration as office and retail space. The six-story structure with cast-iron facade and medina stone cornice was designed by Harvey Ellis for Stein Mfg. Co., a casket-making firm which became National Casket in 1890. It served as casket factory and then a warehouse until the 1980s.

CAROUSEL FACTORY. The Natl. Carousel Assn. seeks natl. landmark status and funding to help preserve the c1910 complex of the Allan Herschell Co., mfr. of carousels and merry-go-rounds in N. Tonawanda, N.Y. It is the only surviving wooden mfg. complex devoted to the production of handcarved wooden carousels. Extant are several wood-frame buildings, including the mill building, carving shop, paint shop, machine shop, and esp. the 54-ft.-diam. roundhouse where each carousel was assembled and tested prior to shipment. The property has been purchased by the Carousel Soc. of the Niagara Frontier.

EDISON-GE BUILDINGS. Building 10 at the General Electric complex in Schenectady, N.Y., purchased in 1886 by Thomas Edison to form his Edison Machine Works, is slated for demolition before next summer, according to the Albany *Times Union*. The two-story brick machine shop with monitor roof was a companion to Edison's building 12, razed some years ago. Edison merged with Thomson-Houston Co. in 1892 to form GE. Six other factory buildings (some c1900), all vacant, also are scheduled to go. *P.R.H.*

ASCE LANDMARKS. The Mohawk-Hudson Section, Am. Soc. of Civ. Engineers, has announced the designation of two National Historic Civil Engineering Landmarks: the Cast-Iron Storehouse at the Watervliet Arsenal, Watervliet, N.Y., and the Blenheim Bridge at N. Blenhein, N.Y. Erected in 1859, the Storehouse is the

Cast-Iron Storehouse in 1875. *Watervliet Arsenal P.I.O.*

first structure featured in the pioneering publication, *A Report of the Mohawk-Hudson Area Survey* (Robert M. Vogel, ed., Smithsonian, 1973). [The second structure is the Troy Gasholder House, the survey drawing of which is now the SIA logo.]

CHARLOTTE LIGHT. On June 18 the 1822 Charlotte Lighthouse [NR], near Rochester, N.Y., was ceremoniously lit for the first time in 103 years. The 15-watt beam will be seen on special occasions as far as 12 miles out on Lake Ontario. The relighting was a special effort of the Charlotte-Genesee Lighthouse Preservation Society, which received from the Coast Guard use of the lighthouse and keeper's house and garage in exchange for property maintenance. With help from the community and the Landmark Society of Western N.Y., the buildings were restored and the Lighthouse Museum established.

STONE BLOX FOR *JOHN BULL*. An original set of 1830s stone RR sleepers, found *in situ* this spring in Hightstown, N.J., will come to the Natl. Mus. of American History, Smithsonian, where they will be placed under the locomotive *John Bull,* which would have run over them originally. The 100-200 lb. blocks were used in the original construction of the Camden & Amboy and subsequently buried beneath newer roadbed. They were uncovered following Hightstown's purchase of the abandoned right-of-way from Conrail. A second section of blox, whose location is known, will be exhumed and preserved *in situ* by the borough council as a local civic monument. *R.M.V.*

MONTANA IA

Headframe at the Diamond Mine, Butte. Fabricated in 1898 by Gillette-Herzog of Minneapolis. *Brian Shovers photograph, 1984, for Butte Hist. Soc.*

This summer, the Butte Historical Society (BHS), led by its president, Brian Shovers [SIA], is completing its inventory of the Butte Natl. Historic Landmark District, a collection of over 4,000 mining, industrial, commercial, institutional, and residential structures—one of the largest contiguous urban districts on the Natl. Register. For over 30 years, around the turn-of-the-century, Butte was the world's largest copper producer, and was the scene of many significant developments in mining and metallurgical technology as well as important events in the labor movement. Moreover, the built environment and mining landscape of that period are suprisingly intact.

Because Landmark designation came in 1962, antedating the Natl. Hist. Pres. Act of 1966, the Butte district was never inventoried. The present inventory was begun in 1981 by BHS, with funding from the Mont. SHPO, to provide the needed survey and documentation. The 13 surviving steel headframes which punctuate Butte Hill are among the significant sites recorded, which include the Diamond Mine headframe, the first steel headframe erected in Butte (Gillette-Herzog Mfg. Co. of Minneapolis, 1898); the headframe at Granite Mountain Mine where, in June 1917, 168 miners were killed in an underground fire, the worst hardrock mining disaster in U.S. history; the Steward and Original mines, both of which still have their early steam-powered hoists in place (other Butte mines converted to electric hoists); the Mountain Con, the first Butte mine to reach a mile deep, in 1963; and the Anselmo Mine, which has the only relatively intact mine yard surviving in Butte (incl., besides the headframe, both the main hoist house and the chippy hoist, the mine office, the carpenter shop, the lamp charging shop, the dry house, idler towers, and a timber treating plant).

All mining in Butte was suspended by the Anaconda Minerals Co. (an ARCO subsidiary) in June 1983. This fall, BHS will begin planning a mine-yard parks system, a preservation and interpretation effort funded, in part, by the Anaconda Co. *F.L.Q.*

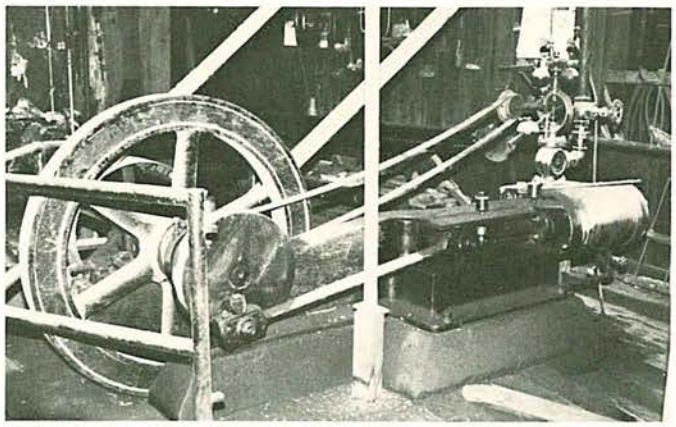
RR TREASURES UP FOR BIDS

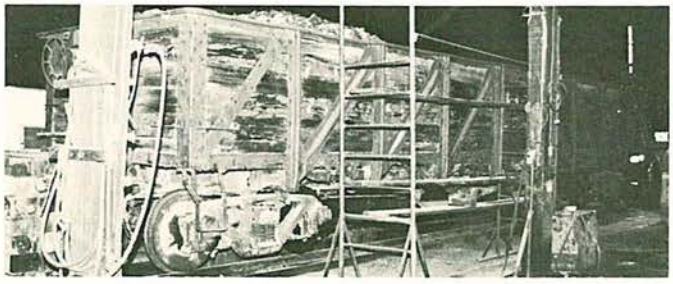
A large selection of railroad shop equipment (and practically everything else, minus motive power) from Missouri's deceased Bevier & Southern is being sold by the line's last owners, Mr. and Mrs. E. Edward Osman. Founded in the 19th C, the B&S was one of the state's last roads under steam. Eventually diesels pulled coal-laden, wooden drop-bottom cars from the tipple at Peabody Coal Co.'s BeVeer Strip Mine over 10 miles of B&R track to the Burlington Northern at Bevier. The tipple's closing in 1982 was the end of the B&S. Four steam locomotives were once in use, two of which are known to be extant—one on display in Bevier and one at Steamtown in Vt.

The machinery now on the block is housed in the original roundhouse. All belt-driven by steam power, the lot includes a coal-fed Franklin boiler that provided steam for an air compressor and small engine turning a line shaft for the whole shop; a metal planer used to machine crossheads for steam engines; a large lathe used to turn throttle valves and steam pistons; a small lathe for brass bushings and bearings; grinding wheel; threading machine; drill press; hacksaw; grindstone; forge; anvil; and other small tools. All reportedly are late 19th, early 20th-C.

But that's not everything. Also on site are several of the wooden 8-door, drop-bottom hopper cars (78-series), hand cars, a sand drying house with pot-bellied stove, a storage shed storing a large inventory of parts and supplies for steam locomotives, and even the road's office (a converted shortline car from passenger-hauling days) with some of its furnishings. Archivists will find decades worth of ICC and payroll records.

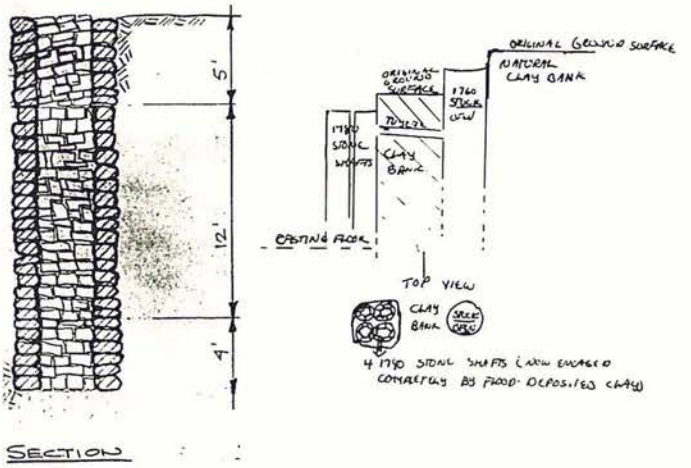
The Osmans are dedicated to keeping the artifacts from the scrap yard and would like to keep the lot together if possible (although they'll let the shop machines go with or without the roundhouse itself). Prospective bidders are invited to make an appointment to view the collection (B&S RR Co., P.O. Box 67, Bevier MO 63502; 816-768-5744 or 417-882-7518 for msgs).





B&S RELICS ON THE BLOCK. The roundhouse *(right)* contains the steam engine and drop-bottom hopper car *(below)* — and much more. *B&S RR photographs.*

OHIO ARCHEOLOGIST PONDERS MYSTERY STONE SHAFTS



SKETCHES FROM AN ARCHEOLOGIST'S NOTEBOOK. About 1780, four unidentified stone shafts, one of which is drawn in detail at left, were built in a cluster as sketched above. They rise from the casting floor of an abandoned 1760 *Stuck Ofen*. What are they?

Editor's Note: Historical archeologist Donna Lynne Benson, studying a German pietist village in Ohio, asks help in identifying the stone four-shaft cluster discussed below.

Pleasant Bottoms (near Wrightsville, Adams Co., Ohio) was first settled in the 1740s. John Stephenson, a Moravian missionary and German pietist, arrived in the mid-1750s and by 1760 had built a stone mansion, planted the first of the orchards and vineyards, and set up a small pottery kiln. He also put into blast an iron furnace — a German *Stuck Ofen*.

Instead of building the stack against a hillside, he sank it into a clay bank at the rear of his house. He left a solid bank of clay 8-10 ft. wide at the front of the stack to house the tuyeres and access shafts. He then excavated the remaining clay to a depth of 15-20 ft. to house the casting floor.

The *Stuck Ofen* was taken out of blast in 1780. Stephenson then built four vertical dry stone shafts, in a cluster, over the former casting floor. This shaft cluster has eluded identification. Regrettably, salvage operations in 1977-78 stopped about 10 ft. short of the bottom. I suspect they may be lime kilns, but am unsure. Each shaft is 3 ft. across at the top and about 20 ft. deep. The dry stone walling is fitted so tightly that these shafts could have been freestanding. Nor are they well shafts. Can anyone suggest what they might be and how they were used? *Donna Lynne Benson, 71 Stanridge Rd., Chagrin Falls OH 44022 (216-247-8702).*

SIA AFFAIRS

ANNUAL BUSINESS MEETING

JUNE 16, 1984
BOSTON, MASSACHUSETTS

The meeting was called to order in the Boston Marriott Hotel, Copley Place, at 1:30 p.m., by Larry Lankton, president.

TREASURER'S REPORT (Marlene Nicholson). Over $2,000 surplus was reported in the 1983 operating budget, thanks largely to a well-timed interest-bearing savings account. SIA is in good shape financially thanks to Howard Cayton, Robert Vogel, David Shayt, and TICCIH coordinators Stephen Victor and Helena Wright.

NEH GRANT (Nicholas Westbrook, project coordinator). Project work is in the final stage. Initially organized by Michael Folsom, written classroom units are expected to be completed this fall.

PUBLICATIONS (David Starbuck, Robert Frame). *IA* volumes 9 and 10 were both out within two months, with 10 finished in time for the conference. Thanks go to Dian Post for her expedient printing of volume 10, to David Shayt and Howard Cayton for their patient headquarters work, and to Bob Frame and Nicholas Westbrook for their book review editing. The possibility of two issues each year was mentioned. It was noted that the newsletter has upgraded paper stock while reducing production costs. Both editors urged members to submit manuscripts and news items.

LOCAL CHAPTERS (Thorwald Torgersen). Montgomery C. Meigs Original, Northern New England, Southern New England, and Roebling chapters were reported in fine health. Latrobe probably was fine but was recalcitrant in reporting. The Great Lakes and Chicago chapters are defunct. The formal acceptance of a Philadelphia chapter, the Oliver Evans Chapter, was unanimously accepted. Interest in new chapters was expressed by members in the Pennsylvania anthracite region, southern New Jersey, and the western states.

FALL TOUR. Christopher Andreae of the Ontario SIA (OSIA) announced the upcoming tour in the Niagara Falls area for October 13-15, focusing on hydroelectric power. [Details in this *SIAN.*]

1985 ANNUAL CONFERENCE. Terry Karschner invited members to Newark, N.J., for the 14th Annual Conference, May 9-12. Activities will focus on the Newark industrial area, with a Sunday walking tour in New York City. Karschner also announced that the Office of N.J. Heritage had awarded the Roebling Chapter a matching grant to conduct an industrial survey of Newark.

TICCIH. Theodore Penn moved that: "The SIA general membership instruct the Nominating Committee and the Board of Directors of the SIA to develop a set of procedures and guidelines for recommending candidates for the positions of American and Canadian National Representatives of The International Conference on the Conservation of the Industrial Heritage (TICCIH) to their respective delegations and report their findings back to the general membership for action at the 1985 Annual Conference." The motion was unanimously approved.

NORTON PRIZE. The Norton Prize for the best article in the previous three volumes of *IA* was announced for 1984 as well as 1983 (in the absence of an announcement last year).

1983 - **Bruce E. Seely, "Blast Furnace Technology in the Mid-Nineteenth Century: A Case Study of the Adirondack Iron & Steel Co.,"** in vol. 7, 1981.

1984 - **Carolyn C. Cooper, Robert B. Gordon, and Harry V. Merrick, "Archeological Evidence of Metalurgical Innovation at the Eli Whitney Armory,"** in vol. 8, 1982.

ANNUAL ELECTIONS. Vance Packard, chair of the Nominations Committee, announced the results of the annual elections. Under the revised bylaws the president and vice president henceforth will serve two-year terms.

President: **Helena Wright**
Vice President: **Thorwald Torgersen**
Directors: **Duncan Hay, Sandra Norman, David Salay**
Nominations Committee: **Eric DeLony**

THANKS. Michael Folsom praised the members of the Boston Conference Planning Committee for their dedication to the task of organizing the 13th Annual Conference: Anne Booth, Beth Bower, David Engman, Jeffrey Howry, Paul McGinley, Sandra Norman, Charles Parrott, Frederick D. Roe, Suzanne Spencer-Wood, and Peter Stott.

Lankton turned the meeting over to incoming President Wright, who charged the membership with the task of spreading the IA word, particularly through publications, and adjourned the meeting. *Terry Karschner, Secretary.*

NEWS OF MEMBERS

Robert Howard Casey has joined the Sloss Furnace staff in Birmingham, Ala., as Director of Education and Research in charge of all curatorial duties. Previously he was at the Center for the History of Electrical Engineering, New York City.

Receiving considerable international publicity during the past year for their historic canal cruising were **Bev William Morant** and Dollie Morant of Sierra Madre, Calif., including a BBC interview at the Rochdale Canal Society, Manchester, England. In addition, they won the Stuart Burton Trophy for making The Most Meritorious Cruise for those over 65, at the Inland Waterways Assn. (England) Annual National Rally for 1983. On board *Tribolium,* they cruised 276 canal miles in England, operating 240 hand-operated historical locks.

After a 16-month tenure with private industry, former *SIAN* editor **Carol Poh Miller** is again working as a historic preservation consultant, offering a broad range of services: Natl. Register nominations, hist. pres. certification applications, historical resource surveys, and historical research and writing (2940 Somerton Rd., Cleveland Heights OH 44118, 216-321-3940).

NATIONAL TRUST AWARDS. At its 38th Annual Membership Meeting in May, the National Trust for Historic Preservation announced its 1984 Preservation Honor Awards to 18 individuals and organizations, including three to members of the SIA:

Margot Gayle, an SIA charter member who lead the tour of New York City's cast-iron district for the 1st Annual Conference, "for her long commitment to preservation and her role in establishing the Victorian Society in America and for the founding and operation of the Friends of Cast Iron Architecture; both organizations have had an enormous impact in making Americans aware of their 19th-C architectural heritage."

Robert Sincerbeaux of Woodstock, Vt., who was instrumental in obtaining funding for the SIA film *Working Places* and related projects, "for long-term philanthropic support for a broad range of preservation projects and programs. He has given early encouragement to preservation endeavors which later proved to be innovative examples for others."

Sloss Furnace Assn., Birmingham, Ala., "for adding a new dimension to the field of museums by recognizing a significant industrial site and its role in local history. The quality of the museum and its innovative financing through city bonds and volunteer support are exemplary."

MISCELLANEOUS NEWS

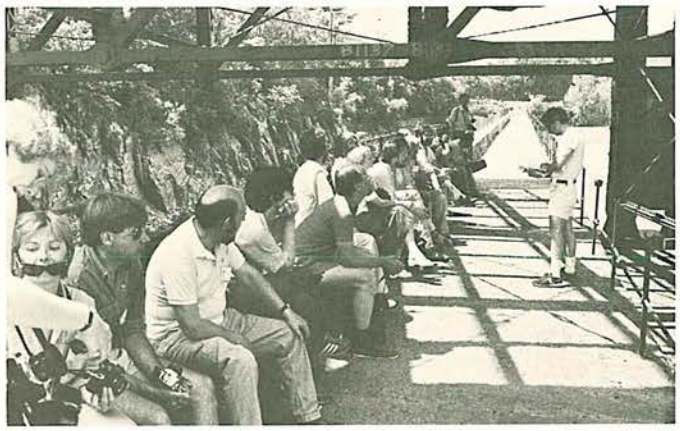
The SIA is pleased to announce receipt of a sixth royalty check for $51.85 from sales of *Historical Archaeology: A Guide to Substantive and Theoretical Contributions,* ed. Robert L. Schuyler ($16.50 ppd., Baywood Publishing Co., Inc., Farmingdale, N.Y. 11735). *N.C.*

INDUSTRIAL HERITAGE '84: A Conference Report

There is no such thing as too much of a good thing: that is the basic message to come out of the three-conference marathon on world industrial heritage held in New England in June 1984. The Lowell Conference on Industrial History (June 7-8), the 5th Intl. Conference on the Conservation of the Industrial Heritage (TICCIH, June 8-14), and the SIA 13th Annual Conference (June 14-17) were attended by participants from around the world. Despite temperatures that climbed to nearly 100°F, fire alarms that malfunctioned at midnight more than once in more than one place, a loss of electricity, and an absence of air conditioning for the worst of the heat wave, a remarkable enthusiasm for the subject kept people's spirits up and their interest engaged.

One hundred and fourteen people from twenty countries attended the TICCIH conference. About a third of these came early for the Lowell Conference, and a similar number stayed on for the SIA conference. These hardy souls experienced a range of programs, including site visits, museum and factory tours, lectures, and discussion sessions, all devoted to the common theme of preserving and interpreting the industrial heritage worldwide.

The TICCIH conference opened at the Univ. of Lowell on Friday, June 8, with registration and an evening reception hosted by the Parker Foundation. Saturday morning, despite rising temperatures and a blackout that meant breakfast taken in the dark by Sterno and candlelight, the Opening Session took place, with a cordial welcome by William T. Hogan, Pres. of the Univ. of Lowell, and John Burchill, Supt. of the Lowell Natl. Historical Park. Prof. J. R. Harris of the Univ. of Birmingham (UK), Chairman of TICCIH, spoke on "TICCIH and the Industrial Heritage, 1981-1984," and Marie Nisser of Sweden issued a thoughtful charge to the membership on the subject "The Industrial Heritage: The Nearest Future for Our Recent Past." Both will be published in the volume of conference proceedings to be issued in 1985.



TICCIH's "plenary tour" of Lowell, by foot, boat & trolley, on a 99°+ Sunday. *Above:* Finding a bit of shade along Northern Canal. *Below:* On Pawtucket Canal, in the Natl. Park Service boat. *Right:* Touring Pawtucket Gatehouse (c1855) on Northern Canal. *R.M. Vogel photographs.*

After luncheon came the first meeting of the working groups. Participants had selected one of the following eight topics for the working sessions which met Sat. afternoon at Lowell and reconvened at MIT on Weds. and Thurs. The subjects discussed were: Interpreting the Industrial Heritage; Appropriate Technology; Workers & Artifacts; Public Policy & the Industrial Heritage; Reuse: Industrial & Adaptive; Industrial Communities; Technology Transfer; and Architecture & the Industrial Heritage. In the working sessions, an opening speaker addressed the group, and each participant contributed a short paper and discussed each contribution in relation to the stated theme. A reporter made notes of the most pertinent remarks, which will be published in the conference proceedings along with three or four papers from each session.

Saturday evening included a reception and exhibition, "Views of Lowell: 1825-1900," at the Whistler birthplace, sponsored by the Lowell Hist. Soc. Following dinner, Fred Faust, director of the Lowell Hist. Pres. Commn., made a few lively remarks about the positive effect that this federal/state/local partnership has had in Lowell's preservation success story. Conferees then enjoyed the air-conditioned university library, where several participants showed films and video tapes brought for the occasion.

On Sunday, June 10, with temperatures in the high 90s, the group toured Lowell, visiting factories, worker housing, the dam, and the canal system, on foot and by boat and trolley. Staff from the Heritage State Park and the Natl. Hist. Park interpreted various sites. The Mass. Dept. of Environmental Management provided a box lunch as well as an evening reception where they informed us about plans for their state park visitor center in Lowell. National caucuses met on Sunday evening to choose their national representatives and make nominations for the board to be elected at Thursday's General Assembly.

Early Mon. morning participants boarded buses for the three excursions: the North Coast tour, the Merrimack Valley tour, and the Rhode Island and southeastern Mass. tour. These excursions occupied two full days, providing delegates with a concentrated look at the range of New England's industrial heritage sites, structures, and present-day manufacturing [see separate tour narratives

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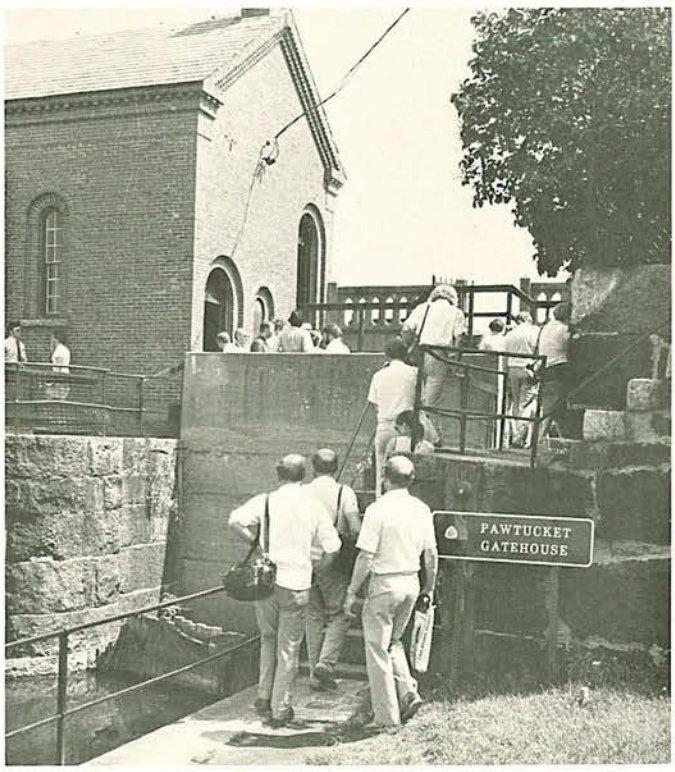


TICCIH CONF. *Continued from page 13.*

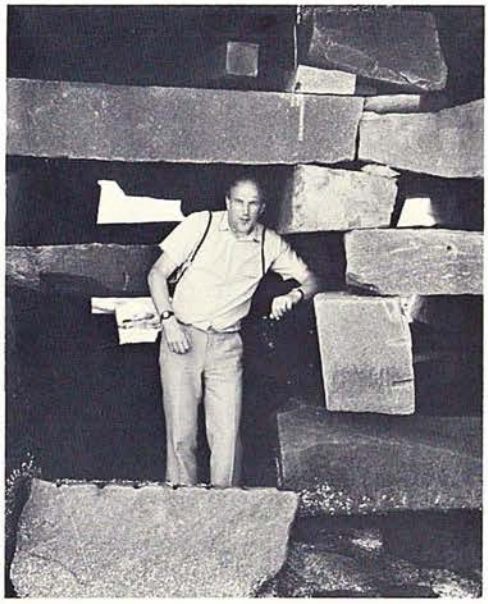
below]. Guidebooks prepared by the tour leaders listed and illustrated the sites.

Working groups met at MIT on Weds. to continue discussions and papers begun at Lowell on Sat. afternoon. At luncheon, delegates heard Michael J. Connolly, Mass. Sec. of State, speak about the state's Historical Commission and other preservation activities. The dinner program, also held at MIT, featured remarks by James S. Hoyte, Sec. of Environmental Affairs, concerning the ambitious Heritage State Park program in eight urban industrial communities statewide. An audiovisual presentation and intepretative exhibit panels identified themes and goals for the parks planned for Fall River, Gardner, Holyoke, Lawrence, Lowell, Lynn, North Adams, and Springfield.

On Thurs., June 14, working groups held their final sessions and the TICCIH General Assembly met to conduct business. The new national representatives voted to accept the revised constitution and to elect the following individuals to the board: Marie Nisser, Sweden, Chairman; Claudine Cartier, France; Adriaan Linters, Belgium; Stuart Smith, United Kingdom; Poul Stromstad, Denmark; Eberhard Wachtler, German Democratic Republic; and Helena Wright, USA.

Among the tasks awaiting the new board is determination of the role the organization should take between conferences and its proper relationship to such existing bodies as ICOMOS, ICOM, and ICOHTEC, as well as to industrial archeology groups within each country. A request to hold the next conference in Austria is being prepared, tentatively planned for 1987. Word on the venue and program should be forthcoming by early 1985.

A volume of National Reports, prepared by representatives of 17 countries, was published and distributed at the conference. This important publication describes industrial heritage activities in individual countries. It includes descriptions of public and private sector programs, corporate efforts such as adaptive use and industrial museums, inventories and monument protection legislation as applied to historic industrial sites and districts, and other means that document, preserve, and interpret the rich resources of our industrial past. Additional copies of the National Reports (123 pp., illus., paperbound) are avail. for $10 to members of TICCIH and SIA. Also, a set of four guidebooks for the three excursions and the Lowell tour is avil. for $5. Contact the SIA headquarters office in Wash., D.C. *Helena Wright, U.S. Rep., TICCIH.*

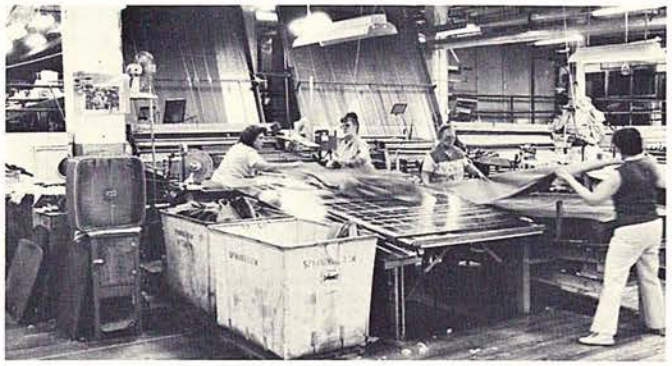


Below: Bailey Island Causeway (1928), a granite-slab crib bridge between Bailey & Orrs islands, Casco Bay, Me. *Left:* Neil Cossons, Maritime Museum director, Greenwich, stands amongst the Bailey's cribstones. *R.M. Vogel photographs.*

TICCIH EXCURSIONS

NORTH COAST: MASS., N.H., & MAINE

You can't go very far in New England without bumping into a textile mill! Lowell was the first "home-base" for the TICCIH Conference, and additional conference site visits embellished the in-depth examination of the textile industry. the North Coast Tour, led by Richard Candee and Larry Gross [both SIA], made dramatically evident to foreign participants how thoroughly textiles dominated the regional economic geography for the past 150 years. Mammoth urban complexes, such as those in Lawrence, were created, as well as more modest small-town plants such as the 1984 **Hallowell Steam Cotton Mill.** A morning-long process tour



At Lewiston, Me., women work in Bates cotton mill and bedspread factory. *R.M. Vogel photograph.*

of the worker-owned **Bates Mills** (1850+), mfr. of coverlets and bedspreads, enabled participants to see machinery and workers in action.

Giving equal emphasis to the maritime economy, we drove by the **Portsmouth Naval Shipyard** (1800+) and the site of the **Atlantic Shipyard** (1917-21), and then visited shipyard worker housing in Atlantic Heights (1918), a "Garden Suburb" development among the first federally sponsored housing projects. We visited **Maine Maritime Museum** in Bath and the **Percy & Small Shipyard** (1894-1924), probably the last surviving yard in the U.S. with roots in the construction of large merchant sailing vessels. From the museum, a boat tour up the Kennebec River passed the **Bath Iron Works** (est. 1826; shipbuilders since 1889). Other maritime sites included **Portland Observatory** (1807), used to spot incoming ships, and the unusual **Bailey Island Causeway** (1928), a cribstone bridge which allows the high, swift ties to pass through the structure.

At a dinner hosted by the **Maine State Musuem,** Paul Rivard [SIA], the director, offered a preview of his extraordinary exhibition, "Made in Maine," opening in fall 1985. And at the strenuous request of numerous Europeans (primarily the Ironbridge Gorge Museum contingent), the final day's tour of more N.H. textile cities was shortened to allow time to visit **Saugus Iron Works** (1646+/1944+), a classic in IA preservation, restoration, and interpretation. *N.W.*

MERRIMACK VALLEY: MASS. & N.H.

Tour leaders Paul Hudon and Betsy Bahr led an excursion through an interesting mix of Mass. and N.H. textile mills (some abandoned, some adaptively reused), workers' housing, dams, canals, hydroelectric plants, museums, and politicians.

The tour began with a swing through North Andover, Mass., including a look at the factory of **Davis & Furber** (mfrs. of textile

machinery, 1836-1982) and related workers' housing. Exhibits at the **Merrimack Valley Textile Museum** helped give perspective to the area's industrial history; participants also got an inside look at the MVTM's collections and restoration lab.

Lawrence, Mass., provided a look at both the earliest and the most recent uses of Merrimack R. power, from the 1845-48 dam and canal system to the c1981 bulb turbine hydroelectric plant. The hydro plant was impressive but not particularly efficient, a problem blamed partly on the bulb turbine and partly on the necessity of placing the plant on the extreme southern edge of the river to preserve the historical integrity of the 1845 **Great Stone Dam.**

Dinner at Lawrence provided a chance to question city and state politicians and local business leaders about the process of creating the Lawrence Heritage State Park and related adaptive reuse. The forum provoked an interesting exchange between MVTM historian Paul Hudon and State Sen. Patricia McGovern. McGovern cast aspersions on the objectivity of the labor history exhibits of the MVTM (which is supported largely by grants from foundations created by former N. Andover textile mfr. J.P. Stevens) and stated her own preference for a Heritage Park museum devoted exclusively to labor history. This was particularly interesting in view of the recent request that the MVTM move to the Park. The evening was capped by the Mayor of Lawrence, who arrived after the scheduled end of the forum and proceeded to give the speech originally intended to open the proceedings.

The process tour of the **Bigelow Carpet Mill** complex (1840s+) in Clinton, Mass., was an excursion highlight. The mill now is used by Nypro, Inc., for precision injection molding of plastics. Most of the original construction is still evident, though some is covered by bright paint and supergraphics. *J.M.W.*

SOUTHEASTERN MASS. & R.I.

Tremont Nail Co. factory (1848), Wareham, Mass. *Fred Quivik photograph.*

Not only was the **Tremont Nail Co.** in Wareham, Mass., this tour's first major stop—it was the highlight of the entire trip. The present factory was built in 1848 and houses nail-cutting machines dating to the 1870s. One of only two surviving U.S. producers of machine-cut nails, Tremont includes the 19th-C machine and blacksmith shops essential to the plant's continued repair and operation since the manufacture of nail-cutting machines ceased 70 years ago. The tour spanned the process from the initial sheet-steel cleaning to the heat treatment for hardening the cut nails.

From Wareham, the tour travelled along the Mass. coast to Fall River's magnificent collection of granite textile mills. Almost as noteworthy, however, was the damaging impact of the modern interstate system on the area IA, here completely covering the many falls of the Quequechan River, Fall River's reason for being.

Following a stop at the **Salvadore Tool & Findings Co.** in Providence, R.I., producer of metal stampings for costume jewelry, we were warmly received at the newly restored **Providence City Hall** and then elegantly dined at the Brown Univ. Faculty Club, located in the former home of Zachariah Allen, R.I. industrialist—all arrangements of tour leader Patrick Malone [SIA], whose generous hospitality continued the next day.

In the morning, after an energetic display of the numerous interpretations at Malone's **Slater Mill Historic Site** (including

SLATER MILL HISTORIC SITE, Pawtucket, R.I. The wood-frame Old Slater Mill (1793) is at right; the stone Wilkinson Mill (1810) is at left. *Richard Hills photograph.*

operating textile machinery, reconstructed breast wheel, and operating 19th-C machine shop in the neighboring **Wilkinson Mill**), Pat again provided taste treats—this time, a seafood luncheon of "little shells," oysters caught in the nearby bay that morning.

Of note on the tour was the **R.I. Lace Works** in Barrington, featuring original 1904 looms which are still controlled by the jacquard system and housed in a mill designed by C.A.P. Turner.

F.L.Q.

DOT PRESERVATION AWARDS

Eleven transportation projects from across the U.S. received special historic preservation awards at a Preservation Awards Program conducted by Transportation Secretary Elizabeth Hanford Dole in May. The USDOT awards highlighted a conference jointly sponsored by DOT and the Advisory Council on Historic Preservation and recognized individuals and organizations that have been especially sensitive to preserving historic values in the development of transportation projects.

TENN. DOT, for its program to sell, relocate, and preserve historic bridges no longer needed on the state's road system.

PROVIDENCE [R.I.] FOUNDATION, for its successful coordination of RR, highway, transit, and downtown improvements in a city rich with historic and archeological properties.

CHARLOTTE-GENESEE LIGHTHOUSE HIST. SOC., Rochester, N.Y., for its restoration of an 1822 octagonal lighthouse [see details in this *SIAN*].

ILL. ARCHEOLOGICAL SURVEY, Univ. of Ill., for coordination of extensive salvage of archeological sites in connection with construction of I-255 in the "American Bottom" area of the Miss. R. floodplain near E. St. Louis.

ERHART ATEN, Gov. of Truk, Fed. States of Micronesia, for the mediation of conflicts involving historic and cultural preservation associated with the expansion of the Truk Intl. Airport.

COMMN. TO SAVE THE CABLE CARS and the San Francisco Public Utilities Commn., for rehab of the historic cable car system in a 60-block area.

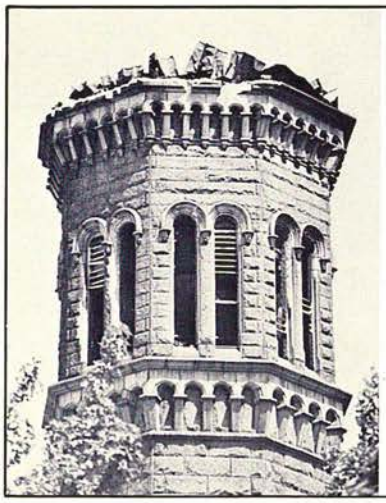
WASHINGTON STATE DOT, for restoration of the 1923 Indian Timothy Memorial Bridge, a two-span, concrete tied arch near Clarkson.

CHICAMACOMICO HIST. ASSN., Rodanthe, N.C., for restoration of a 1911 life-saving station for use as a life-saving museum.

VIGGO B. RAMBUSCH, New York, for rehab of Baltimore's Penn Station with special emphasis on restoration of its fine stained-glass domes.

WILBUR & RUDOLPH SCHONEK, Johnstown, Pa., for local leadership in the rehab of the historic Westmont Inclined Plane (1890).

ARIZ.: PAST & FUTURE, & ARIZ. DOT, Phoenix, for archeological work associated with the construction of the Papago Freeway (I-10).



ARSONIST HITS LANDMARK TOWER

New York City's High Bridge Water Tower, built in 1872 as part of the Croton Aqueduct — and strikingly pictured on the cover of the SIA membership brochure — was torched on June 11 by an unidentified man who then leaped to his death. Firemen found his body at the foot of the 135-ft. tower. The 25-ft. wood-frame signal station atop the stone octagon was totally destroyed. The ornate signal station was designed as a fire lookout and became obsolete with the installation of street alarm boxes. Rescued from the brink of demolition in 1951, the tower was designated a city landmark in 1967. *Gerry Weinstein photographs.*

CALENDAR

Have a meeting, conference, or event of interest to SIA members? Submit announcements to the Editor, SIAN.

Sept.: Exhibit opening — the Groton [N.Y.] Bridge Co., at DeWitt Hist. Soc., 116 N. Cayuga St., Ithaca NY 14850 (607-273-8284).

Oct. 7-8: 16th Annual Meeting, Pioneer America Society, Macomb, Ill. Info.: PAS, Dept. of Geog., Univ. of Akron, Akron OH 44325.

Oct. 7-9: "Past Meets Present" Conf., N.Y.C. "Concerning visions of the past presented to the public in museums, historic farms, industrial sites, restored structures & districts." Inc. field trip to Paterson, N.J., mfg. dist. Travel scholarships avail. Info.: Jo Blatti, N.Y. Council for the Humanities, Rm. 204, 33 W. 42nd St., N.Y. 10036 (212-354-3040).

Oct. 11 (Detroit) & 17 (Cincinnati): Seminar: Rehab of Concrete Structures, Am. Concrete Inst. Inc. techniques, research, preventive maintenance; case studies of buildings, bridges, & a cooling tower. Info. & regis.: ACI Education Dept., P.O. Box 19150, Detroit 48219 (313-532-2600).

Oct. 12-13: 53rd Annual Meeting, Pa. Hist. Assn., Pottstown. Theme is "Pa.'s Smokestack Industries: Then & Now." Info.: John B. Frantz, Program Comm. Chair, 601 Liberal Arts Tower, Univ. Park PA 16802.

Oct., 12-14: SIA/OSIA Fall Tour, Niagara Falls, St. Catherines, Hamilton, Ontario.*

Oct. 18-19: 38th Annual Meeting, Forest Hist. Soc., Denver. Info.: Norman I. Wengert, FHS, 109 Coral St., Santa Cruz CA 95060.

Oct. 23-26: Symposium on "Ironworks & Iron Monuments: Study, Conservation, & Adaptive Use," Ironbridge Gorge Museum (IGM), Ironbridge, England. Cosponsored by Intl. Centre for the Study of the Pres. & Rest. of Cultural Property (ICCROM), TICCIH, & the IGM Trust. Incl. 19 intl. speakers. Info.: ICCROM, via di San Michele 13, I-00153 Rome RM, Italy.

Oct. 24-28: 38th Annual Nat. Preservation Conf., Natl. Trust for Hist. Pres., Baltimore. Includes ReHABITAT '84, first national exposition of restoration and rehab products and services.

Oct. 27: 6th Annual Meeting, Mid-America Historical Geography Assn., Terre Haute, Ind. Includes IA field trip to Clay & Parke counties to view grist mills, brick kilns, & covered bridges, led by John A. Jakle, Univ. of Ill. Info.: Robert W. Bastian, Geog. Dept., Indiana St. Univ., Terre Haute 47809 (812-232-6311).

Oct. 28: NYC commercial dist. (1850s) walking tour, Friends of Cast-Iron Architecture. Info.: Margot Gayle, FCIA, 235 E. 87th St., Rm. 6C, NY NY 10128 (212-369-6004).

Nov. 1: Call for papers deadline, 14th Biennial Hist. Conf., Kutztown Univ., Kutztown PA, April 18, 1985. Theme: "The Worker in History." Info.: Gordon J. Goldberg, Hist. Dept., K.U., Kutztown 19530.

Nov. 1-4: Annual Meeting, Soc. for the Hist. of Technology, Cambridge, Mass., hosted by MIT's Program in Sci., Tech. & Soc. *Changed from previously announced date of Oct. 18-20.* Info.: Gayle Fitzgerald, Campus Info. Services, Rm. 7-111 MIT, Cambridge MA 02139.

Nov. 6-9: Symposium on "Preservation of Iron Factories & Iron Monuments," Rome, Italy. Sponsored by ICCROM; see address above.

Nov. 10-11: Workshop on IA of American Iron, Greenwood Lake, N.Y.*

1985

April 18-21: Annual Meeting, Org. of Am. Historians, Minneapolis.

May 1-5: Annual Meeting, Vernacular Architecture Forum, San Francisco. Info.: Darana Hattersley-Drayton, Nat. Park Service, Ft. Mason, San Francisco CA 94123.

May 9-12: SIA 14th Annual Conference, Newark & New York City.

To June 5: Exhibit — "The Livable City: Dr. Abel Wolman & the Continuing Work of the Engineer," Baltimore Public Works Museum.

July 14-20: 6th Intl. Symposium, The Intl. Molinological Soc. (TIMS), Gent, Belgium. Paper & regis. deadline is Feb. 1. Contact M. Paul Bauters, Batavierenstraat 51, B-1040 Brussel, Belgium (info in U.S.: Stephen Kindig, Gristmill at Lobachsville, R.D. 2, Oley PA 19547).

July 22: "'Mr. Watt's Stupendous Steam Engine' Bicentenary Celebrations," Sydney, Australia. Info.: Louise Crossley, Power House Museum, P.O. Box K346, Haymarket, Sydney, 2007.

**Find details on this event elsewhere in this* SIAN.