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Buffalo spells 'bread & steel' for the SIA



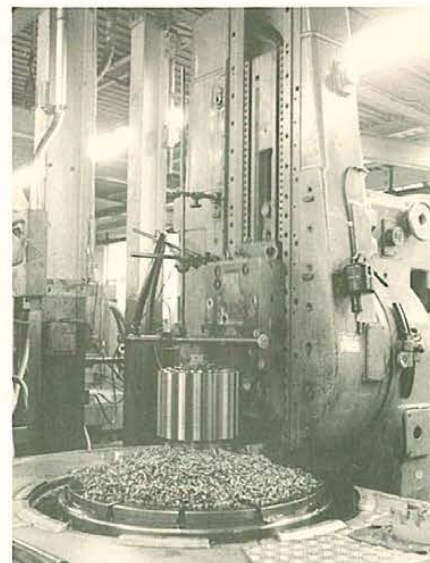
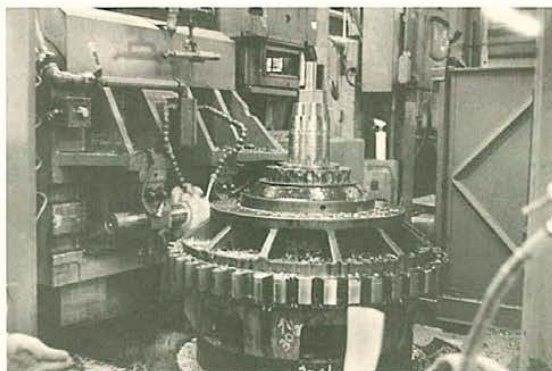
BIG WHEEL IN BUFFALO. SIA conference attendees gather 'round a massive, 24-ft. flywheel for the traditional group portrait. The 10,000-lb. artifact stands amidst the extensive collection of Buffalo-related equipment assembled by Ed Winter and family of North Collins, N.Y. The flywheel was salvaged from one of the 1928 blast-furnace blowing engines that operated on waste gas at Bethlehem Steel's Lackawanna Plant. *A. Eisenpress photo.*

As the SIA faithful converged on this Great Lakes city of transportation and industry, they anticipated an exciting weekend of tours and papers focused on Buffalo's key themes of grain and iron. "Bread & steel," as the conference guide put it, were at the center of the welcoming reception on Thursday evening, June 4, at the Buffalo & Erie County Historical Society. Videos and the Society's exhibits were an excellent introduction to the region's history. Also of consuming interest was the buffet spread of "Buffalo Best Foods," including Buffalo (chicken) wings, "beef on weck," and white pizza.

The six separate process tours on Friday, June 5th, revealed a new level of complexity in what has become an annual round-robin of busses ferrying groups through a maze of sites. With plant owners increasingly reluctant to handle more than one or two busloads, conference planners have had to become more creative in arranging multiple schedules. The following

review is a composite account of the many sites toured.

The "primary metals" sites included Western New York's last hot-metal operation, **Outokumpu American Brass Co.**, which began as Buffalo Copper & Brass in 1907. Today it is a Finnish-owned manufacturer of copper and brass products, including strip, sheet, tubes, and ammunition casings. **Pohlman Foundry** dates to 1910 at its present site, where it is capable of making precision iron castings ranging from 10,000 lbs. down to ounces. The family-controlled firm was the first jobbing foundry in Western New York to convert from cupolas to electric melting with the 1969 installation of a pair of six-ton coreless induction furnaces. **Gibraltar Steel**, a major domestic producer of electrotempered strapping, is a relatively recent operation, founded in the 1950s and located at today's site in 1958. Finally, there was **Bethlehem Steel's Galvanized Products Div.** at the Lackawanna plant [HAER],



OLIVER GEAR, INC.

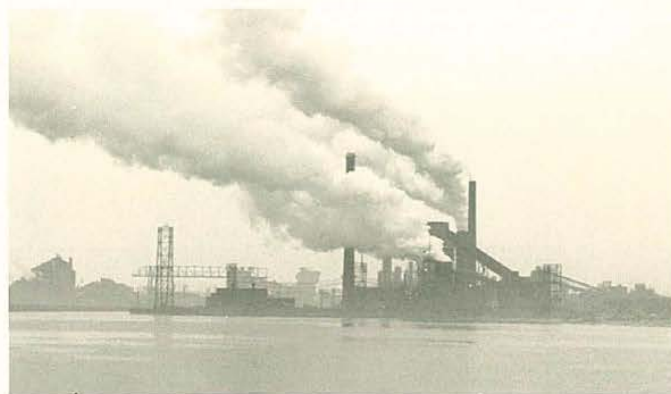
Left: Gleason beveled-gear cutting machine in operation.

Above: Gould & Eberhart hobber.

Right: This MAAG SH180 can handle gears up to 10 ft. in diam. *M. Hamilton photos.*

which involves the cold reduction and coating of coils from the Burns Harbor, Ind., works. The cold mills dept. dates from 1935-36. The **BethEnergy Lackawanna Coke Division** represents a metals-related site, since it involves by-product coking. It was originally constructed in 1900 at the new works of the Lackawanna Steel Co.

Metalworking tours included **Oliver Gear**, **Buffalo Specialty Products Shop, Inc.**, and the **Original American Kazoo Co.** Dating from 1907, Oliver is the oldest of the city's gear manufacturers. Buffalo Specialty Products dates to 1983 in its present incarnation, having been both an independent business and a part of Bethlehem Steel. Its primary product is highway guide and guard rails. The kazoo works (previously described in *SIA* Summer 1991:6-7) has made the novelty instruments since 1916, when the owner's 1907 sheet-metal workshop was converted to a kazoo manufactory—the only one in the U.S. using metalforming methods. Also toured was



The BethEnergy Lackawanna Coke Division, viewed during the Buffalo harbor cruise. *A. Eisenpress photo.*

the **E. & B. Holmes Machinery Co.**, the first U.S. firm to manufacture a complete line of cooperage machinery. Now a general job shop, it still makes an occasional cooperage machine. Dating to 1856 on Chicago St., it remains the oldest business in Buffalo still operating under its original name and at its original location.

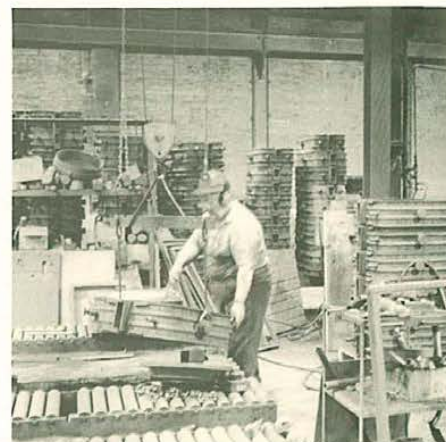
Related to these metalworking industries were several automotive sites, including **Saginaw/GM Buffalo Gear & Axle Plant** and **Saginaw/GM Tonawanda Forge**, both part of the Saginaw Div. with General Motors. The Tonawanda works manufactures engine forgings. A visit to the architecturally significant buildings remaining from the **Pierce-Arrow Motor Car Co.**, including several by Albert Kahn, rounded out the automobile theme.

In the category of general manufacturing, Friday's tour included visits to **Kittinger Co., Inc.**, **Pratt & Lambert, Inc.**,

POHLMAN FOUNDRY CO., INC.

Right: Mold preparation area.

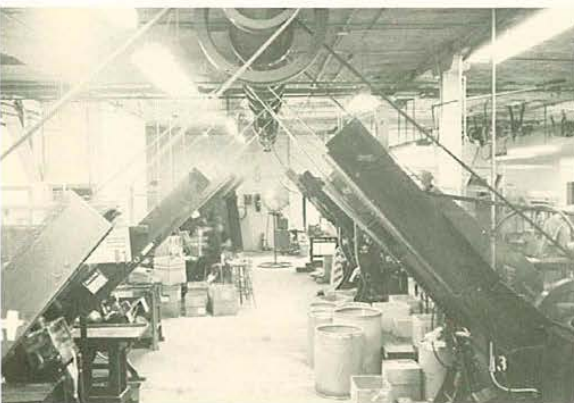
Below: Small castings going into tumbler where grit will clean them. *M. Hamilton photos.*

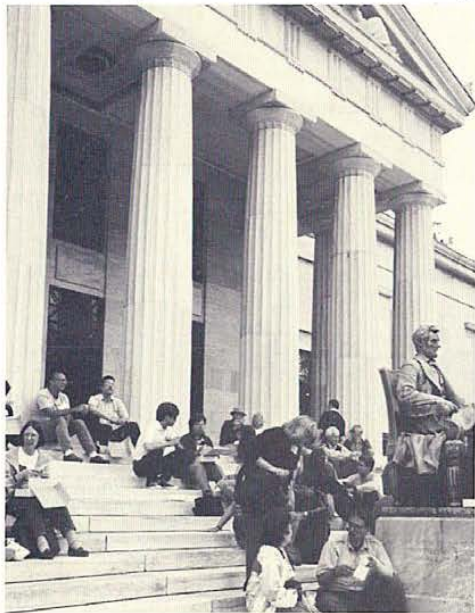


ORIGINAL AMERICAN KAZOO CO.

Left: Inside the kazoo factory. *A. Eisenpress photo.*

Below: SIA visitors at Kazoo Co. office harmonize in an impromptu kazoo serenade. *D. Shayt photo.*



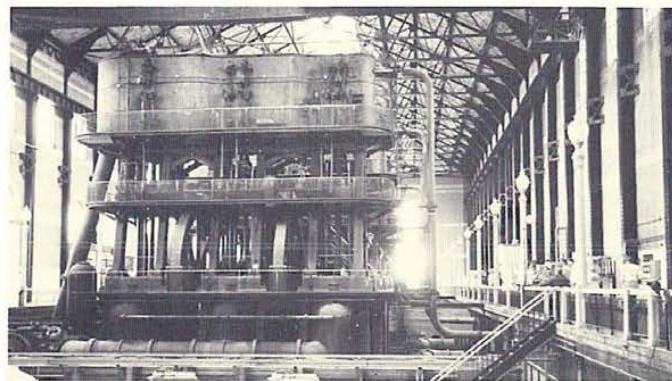


Above left: Reception at magnificent home (1901) of Buffalo & Erie County Historical Society. R. Frame photo.



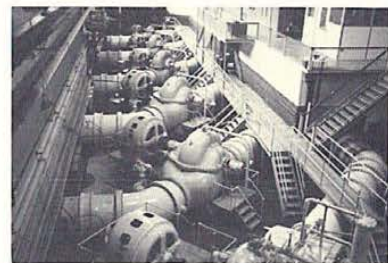
Above right: Buffalo Hilton welcomes the SIA. A. Eisenpress photo.

and **Buffalo Weaving & Belting Co.** The Kittinger firm, dating to 1866 (1917 at the present site), manufactures high-quality furniture involving an ancient veneering process. All machinery is early 20th cen.; some final detailed carving is still done by hand. Pratt & Lambert was founded in 1849 on Long Island, but purchased the Buffalo site in 1902 and erected a varnish plant. Today they produce some 4 million gallons of paint annually, mostly latex-based. Buffalo Weaving & Belting began in 1891 as a manufacturer of web horse harnesses, a specialty textile line of narrow-fabric weaving. Moving to the present location in 1902, they added a



Views of the Col. Ward Pumping Station (1909-16): exterior (top) and interior (above), showing the Holly vertical triple-expansion pumping engines. The nearby filtration plant houses low-lift pumps (right).

R. Frame photos.



LARKIN CO. COMPLEX (1895-1907).

Left: Part of the original main complex.

Above: The Larkin Warehouse (1911), now home of Graphic Controls.

Right: Remnant of pylon from 1904 F.L. Wright's Admin. Bldg., demolished 1950. R. Frame photos.

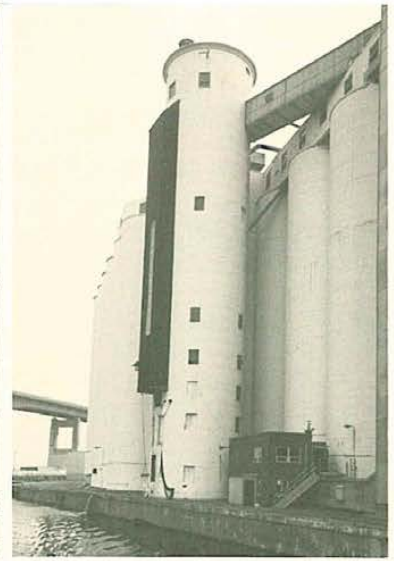
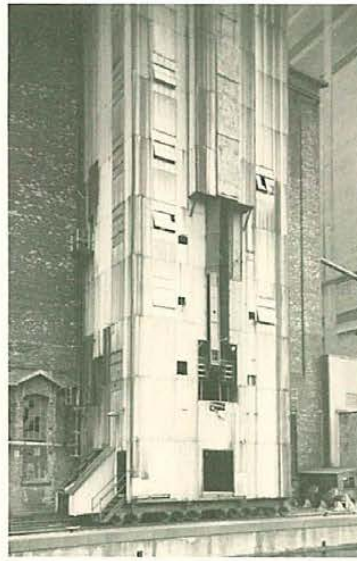


Below: Some of Ed Winters' equipment collection. A. Eisenpress photo.

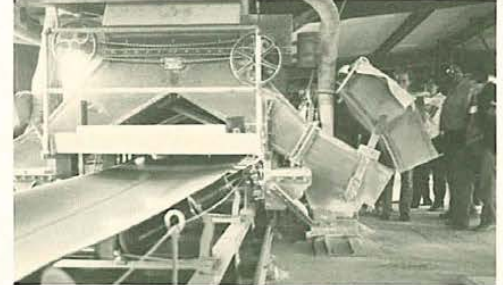
Right: David Shayt, a la Chaplin, on the big flywheel. C. Cooper photo.

Far right: Ed Winters at the controls. A. Eisenpress photo.





Grain elevators (clockwise from left): 1925 Marine A, inactive (L), & 1927 Lake & Rail, active (R); 1897 Gt. Northern with Pillsbury mill; GN's marine leg: circular reinforced-concrete marine tower (1911, 1st on Gt. Lakes) at Frontier Elevator; "tripper" (unloads grain from conveyor into bins) in Koch Malting elevator. R. Frame photos.



rubber mill and other operations. Modern products are used in auto seat-belts and related items.

The **Fred Koch Brewery Malting Div.** [HAER] was the closest we got to a process tour of Buffalo's renowned grain industry, but it was good enough since the plant includes both a malt house and a grain elevator. The works date to 1907 and remains largely unchanged since the last renovations in 1936. The rail-supplied, reinforced-concrete elevator has a capacity of 931,000 bushels. The malt ends up in Genesee beer.

Two utility sites were visited: the **Col. Francis G. Ward**

Pumping Station and the **Charles R. Huntley Steam Station**. The 1909-16 Ward Station's main attraction is its installation of vertical triple-expansion pumping engines, no longer in service. The operating filtration plant nearby was toured. The Huntley plant, opened in 1916 by the Buffalo General Electric Co., was designed to supplement the electrical generating capacity of Niagara Falls.

Not all the tours involved traditional processes. **Graphic Controls Corp.**, although an old firm located in the historic Larkin Complex, manufactures high-tech materials for various kinds of recording devices. **Calspan**, a latter-day representative of Buffalo's once-substantial aircraft industry, is an experimental lab originally working on aircraft and missile research. Today it works on safety testing for the auto industry.

At the end of the day, all tours converged at the private **historic machinery collection of Edwin R. Winter and family**. The Winters make their living running a heavy-equipment railroad salvage operation. Over the years they have assembled an impressive collection of large local artifacts, including many gas and steam engines.

Saturday, June 6, was given over to the traditional SIA paper sessions and the Annual Business Meeting at the noon luncheon (see meeting minutes under "SIA Affairs" in this issue). The paper sessions included the 9th Annual SIA Bridge Symposium and numerous presentations focusing on regional IA in Pennsylvania, New York, and Canada. The annual banquet on Saturday evening featured Polish specialties served at **St. Stanislaus Roman Catholic Parish Hall** on



HARBOR CRUISE SITES.

Left: Intake for Col. Ward Pumping Station.

Below: 19th-cen. section of Erie Canal, branching off (& viewed from) Black Rock Ship Canal (1914).

Below right: U.S./Can. Peace Bridge (1925-27); inactive Niagara River intake for Mass. Ave. Pumping Station visible through arch. R. Frame photos.



Buffalo's East Side, the center of "Polonia" since 1873.

On Sunday, June 7, it was back to the tours, with a choice of boat or bus. A four-hour cruise of **Buffalo harbor** offered an unparalleled opportunity to see and photograph, up close, the city's extraordinary collection of grain elevators, along with bridges, boats, and other "harboriana." Since the most significant element of a Buffalo elevator is the marine tower and leg unit, this was the single best chance to see the working parts close up. The boat then cruised the "outer harbor," past historic breakwaters, Hanna Furnaces, and Bethlehem (Lackawanna) Steel.

The all-day bus excursion to **Niagara Falls (U.S.A.) and Lockport** cast a wide net, taking in Niagara River bridges, hydroelectric sites, electro-chemical and -metallurgical industries, and associated waste-disposal sites (Love Canal), along with Erie Canal IA and a boat ride through the locks at Lockport.

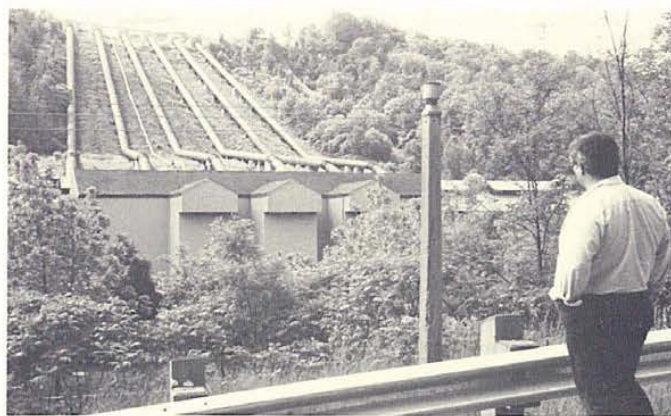
Anyone with energy remaining after three days of tours and papers could climb aboard the busses Monday morning, June 7, for a day-long trip to the **Niagara Peninsula** in Canada. In addition to viewing Niagara Falls during lunch, this tour included **Welland Canal** flight locks, **Morningstar Mill**



Morningstar Mill (now Mountain Mills Museum), St. Catharines, Ont. Originally built in 1872, it burned in 1895 and was rebuilt as a roller mill. *R. Frame photo.*

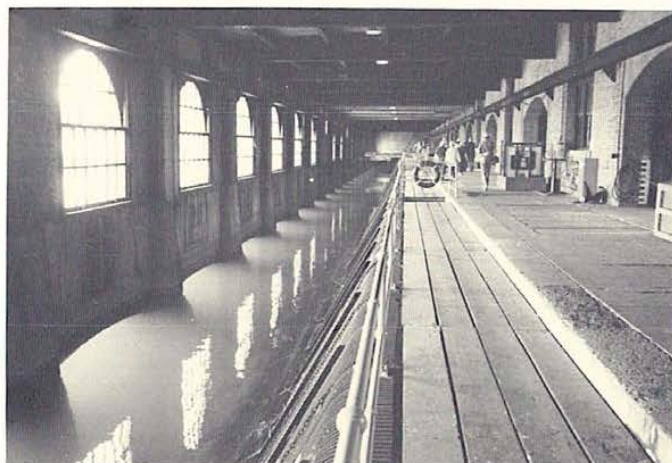
(1890s) and **DeCew Falls Generating Station No. 1** in St. Catharines, the historic **Rankine Station** of Niagara Mohawk (originally Canadian Niagara Generating Station), and the Beaux-Arts building of the **Toronto Power Generating Station**.

As ever, there are many to acknowledge for this fine effort. An overall thanks to Thomas E. Leary and Elizabeth C. Sholes, who labored tirelessly in virtually every area. Conference hosts: Buffalo & Erie County Historical Society, the Graduate Group in Industrial Heritage Policy at SUNY Buffalo, the New York State Museum, and the Western New York Heritage Institute (Canisius College). The Steering Committee: Bill Siener, Phyllis Rose, Steve Keller, Mike Frisch, Ed Patton, Paul Redding, Cherie Hessor, David Cinquino, Virginia Bartos, Duncan Hay, Jim Swinnich, Sal Bordonaro, David Crossland, Betty Baker, and Henry Baxter. Editors and contributors to the conference guidebook, *Industrial Crossroads*: in addition to those named above, Martha Costello, John Healy, Michelle Greenwald, Ralph Greenhill, and Robert Barnett. And special thanks to UAW Region 9 and UAW Locals 424 and 846; to USWA Local 593 and to 2603; to Nichole Moss, to Ed Winter and the Winter family, to Mel Pawlak, and to Paul A. Schoellkopf. *R.M.F.*



Above: Penstocks for DeCew Falls Generating Station, St. Catharines, Ont.

Right: Grand Beaux-Arts generating station of Toronto Power (1903-07; 1911-13), at upper rapids, Niagara Falls, Ont. *R. Frame photos.*

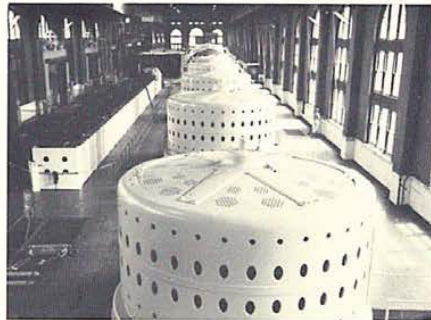


RANKINE STATION, upper rapids, Niagara Falls, Ont.

Above: Inner forebay, showing submerged arches & trash racks.

Right: The generating floor.

Below: Station intake area, with mist-filled brink of Niagara (Horseshoe) Falls unnervingly close and visible at center. *R. Frame photos.*



New IA grad program at Michigan Tech

The Dept. of Social Sciences at Michigan Technological Univ. has initiated an M.S. degree in industrial archeology. This program, one of the few in the world to focus explicitly on IA, emphasizes a truly interdisciplinary approach and fuses the individual perspectives of archeology, history of technology, and anthropology.

Students take courses in the history of technology, historical and industrial archeology, cultural resource management, and related areas. Full-time graduate students can complete the program in a single academic year and two summers, using the summers to fulfill IA fieldwork and thesis/internship requirements.

MTU was established in 1885 as the Michigan School of Mines and is located in the heart of a significant copper-mining area that operated from the 1840s until 1970. The university is surrounded by industrial sites that comprise a local laboratory for IA study. The library, in addition to its exten-

sive holdings related to industrial history, maintains the Copper Country Archives containing an important collection of original materials on the history of copper-mining companies and communities.

The Dept. of Social Sciences has an Archeology Laboratory that is actively involved in local and regional field projects. Teams from MTU recently have excavated a variety of sites on the Upper Peninsula, including a 19th-cen. U.S. Army fort, the iron-smelting village of Fayette, Mich., and Bay Furnace, a blast-furnace complex. Department historians have been studying the region's industrial history, including copper mining, iron mining, and infrastructure development. Some financial support for graduate students is provided through similar ongoing projects and through university-funded assistantships. An internship option also is available to interested students, and the department maintains close ties with the U.S. Forest Service and the Mich. Bureau of History.

The fall 1993 application deadline is March 1. For applications and additional info. contact Larry Lankton [SIA], Chair, IA Grad. Committee, Dept. of S.S., MTU, 1400 Townsend Dr., Houghton MI 49931-1295 (906-487-2113; BITNET: PEM-194@MTUS5).

NOTES & QUERIES

IA IN FILM & VIDEO. The following VHS-format videotapes are available from HABS/HAER at a cost of \$7.50 each: *Seneca Glass Works*, a 22-min. Golden Eagle Award film made in 1975 in Morgantown, W.Va., and *Elkins Coal & Coke Co.*, a 19-min. documentary on coke production in beehive ovens, filmed in Bretz, W.Va. Send checks, payable to "HAER General Donation Account," to HABS/HAER, Natl. Park Service, POB 37127, Wash. DC 20013-7127.

Historical Grist Mills in the U.S. is a 30-min. video of some 70 wind- and water-powered mills. *Covered Bridges in the U.S.* is a 28-min. video including some 66 bridges in 21 states. \$25 ea. or \$40 for both, from ECNS Video Productions, Box 819, Exmore VA 23350 (804-442-4270).

Sawmill videos include *The Olde Steam Sawmill Video*, in the Cascade Mountains, Washington State, and *The Frase Sawmill Revisited*. Avail. for \$39 ea. or \$70 for two (+ \$4 for Canadian delivery) from The Selective Eye, POB 1521, Chehalis WA 98532.

The Hugh Moore Historical Park & Museums, Inc., recently released *The Boatmen's Horn*, a 30-min. VHS video that combines historic footage of the Lehigh Navigation/Delaware Canal system in operation, with interviews with the surviving workers. The canal system remained in full operation until 1932, with sections navigated by mule-towed boats until 1942, thus making it the last towpath canal to operate in the U.S. The video was produced and co-written by Lance E. Metz [SIA], directed and edited by independent filmmaker Vincent N. Mondillo, with noted canal historian James Lee as narrator. *The Boatmen's Horn* is available for \$34.50 ppd. from HMHP&M, Canal Museum, POB 877, Easton PA 18044-0877.

L&RP BACK ON TRACK. *Locomotive & Railway Preservation* has joined the Interurban Press family of RR magazines, which includes *Passenger Train Jnl.*, *Pacific Rail News*, and *Private Varnish*. L&RP is of interest to SIA members because of its commitment to covering preservation issues

involving RR-related IA, such as bridges, shops, and stations [see *SIA* Spring 1989:7]. Mark Smith continues as editor of the bi-monthly. Info.: L&RP Editorial Offices, POB 95, Richmond VT 05477 (802-434-2351); Subscription Service: POB 6128, Glendale CA 91225 (1-800-899-8722).

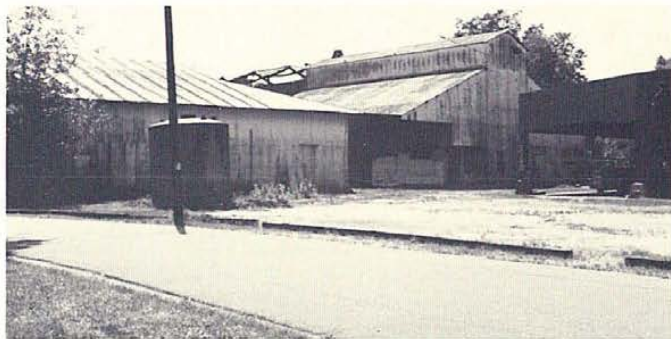
COMPANION PIECES. *Boston Strata* is the recently established quarterly newsletter of the Boston Chapter of the Mass. Archaeological Society, dedicated to the prehistorical, historical, and urban archeology of the Boston area. Send notices of lectures, exhibits, meetings, and related matters to BS, POB 15699, Kenmore Station, Boston MA 02215.

The Assn. for Great Lakes Maritime History is an umbrella organization of museums, societies, archives, and individual researchers in Canada and the U.S. interested in the maritime history of the Great Lakes. Interests include not only vessels and those who sailed them, but all aspects of the maritime industry, including shipyards and shipbuilding; docks and the machinery used for loading and unloading vessels; aids to navigation, including lighthouses, canals and artificial channels; and underwater archeology. The membership includes historians, writers, model builders, artists, scuba divers, educators, and amateurs with a serious interest in the subject.

The association has two bimonthly publications, the *Newsletter* and *Museum Alert*. Its fall annual meeting includes harbor tours and research papers. A current project is the sponsorship of the archeological excavation of an unidentified schooner buried in shore sands near the mouth of the Millecoquins River on the north shore of Lake Michigan. In 1991 a team from East Caroline Univ. found in a preliminary dig that the vessel still carried cargo and may date to the 1830s. A more extensive dig is scheduled for Sept. 1993.

Membership is \$35/yr. (\$50 institutions). Info.: David Glick, Secy., POB 292, Matlacha FL 33909 (813-283-5049), winter; POB 25, Lakeside OH 43440 (419-798-4661), summer.

Family struggles to save historic Montz packing plant



TRAGEDY STRIKES LAPLACE. *SIAN* has learned that a devastating tornado in Oct. destroyed five of seven historic Montz buildings. Gerard Montz needs help to preserve the surviving engines, now completely exposed, and other artifacts. Ed.

The descendants of Armand Montz, Sr., are working to preserve the family ice plant, vegetable packing plant, frozen-food processing plant, and electrical generating works in Laplace, La. The elder Montz was a wealthy local planter who began his operations in 1911 with a commercial crop of shallots, a vegetable he continued to improve through seed experiments. Soon he acquired a large farm where he grew all his own produce. He shipped the vegetables by both rail and his own refrigerated trucks, packing the produce in crushed ice in crates. When the crates were loaded into cars, Montz would spray manufactured "snow ice" over the entire shipment. He was a pioneer of the snow-ice method, which supplanted the traditional technique of filling car bunkers with large ice blocks.

Montz built the ice plant in 1914, digging his own wells for the water supply. He had an excess of water so he laid pipe to the town of Laplace. The "A. Montz Waterworks" furnished the town's water until 1969.

The three Fairbanks-Morse diesel engines (c1912) at the ice plant generated more electricity than he needed, so Montz erected poles and extended power lines until he served the surrounding 25-mile area. He sold his electrical franchise to Louisiana Power & Light in 1927. A similar experience followed his installation of an early telephone line between his house and the plant. Neighbors asked to join the line and thus began the local telephone company.

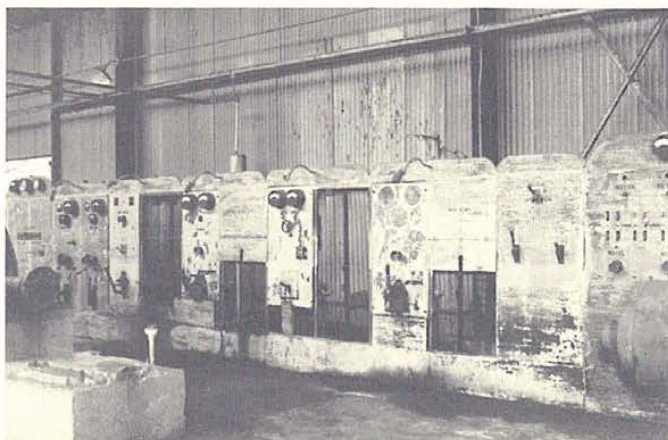
In 1939 Montz started experimenting with frozen foods and is reported to have been the first frozen-food processor in the South, using his own "A. Montz" label. He was the first in the U.S. to successfully freeze okra and corn-on-the-cob for commercial distribution.

The vegetable business flourished until the late 1950s when the influx of the oil and chemical industry reduced the labor pool for farm work. In 1958 Montz discontinued frozen food operations and began growing sugar cane, which was less labor-intensive than vegetables crops. The ice plant, which manufactured ice after the demise of the vegetable operation, lasted until 1974.

The cold-storage section of the ice plant was destroyed in a 1989 fire but the engine house survived, along with the vegetable packing house and maintenance and mechanical shops. Montz's grandson Gerard, with his cousins Gilbert and Greg Maurin, has been working to preserve the remaining buildings and equipment as part of the A. Montz Historical Museum. They have attempted to get the complex nominated to the National Register but have been told by the State Historic Preservation Office that the ice house has lost its integrity



Exterior and interior views of the historic frozen-food complex of Armand Montz, Sr., in Laplace, La. The relatively small burned section (1989 fire) in the cold-storage part of the ice plant is visible at the center of the exterior view (above left). Photos courtesy of Gerard Montz.



because of the fire. [The La. SHPO was similarly negative on the 1861 long-span, trussed-roof carbarn in New Orleans; see *SIAN* Fall 1991:1 & Summer 1992:8. Ed.] Gerard Montz points out that the A. Montz complex involves six buildings beyond the ice plant, all over 50 years old, and he doubts that SHPO representatives have taken a serious look at the complex and its history.

Montz and the Maurins would appreciate any information from *SIAN* readers that would help assess the significance of the Fairbanks-Morse diesels (including a 37 HP engine for the ammonia compressor and two four-cylinder and one six-cylinder engines for the generators) and a Baker ice machine. Contact Gerard Montz, POB 51, Laplace LA 70068 (504-651-6101 or 652-1845).



CONTRIBUTORS TO THIS ISSUE

Alan R. Clarke, Northern Va. Community College, Woodbridge, Va.; Carolyn Cooper, New Haven, Conn.; R. John Corby, Ottawa, Ont.; Aron Eisenpress, N.Y.C.; Thomas Flagg, N.Y.C.; Michael Hamilton, Wash., D.C. Herbert H. Harwood, Baltimore, Md.; Tom Leary, Buffalo; Lance E. Metz, Canal Museum, Easton, Pa.; Gerard Montz, Laplace, La.; Bierce Riley, Morristown, N.J.; Bart Ripp, *Tacoma News Tribune*, Tacoma, Wash.; David H. Shayt, Smithsonian Inst.; Libby Sholes, Buffalo; Paul Stumes, Ottawa, Ont.; and Clifford W. Zink, Trenton Roebling Community Development Corp.

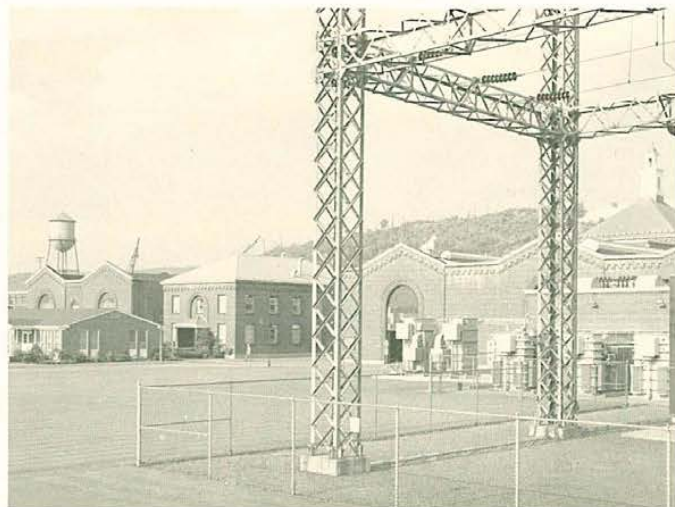
With thanks.

OxyChem plant is W.R. Mead's architectural legacy in Tacoma

The famous firm of McKim, Mead & White, according to architectural historian Leland M. Roth, designed nothing in the state of Washington that has survived. A look at surviving industrial architecture suggests a slightly different conclusion. William Rutherford Mead, last of the original partners, was commissioned by Elon Huntington Hooker in the late 1920s to design a new plant for the chemical company he founded in 1905. The Hooker Electrochemical Corp. plant was to be built on the east end of Tacoma's Tideflats, at the Foundation Co. shipyards on Hylebos Waterway.

The plant cost \$1.5 million in 1929. The red brick design is Georgian revival, according to the Tacoma historic preservation officer. A wrought-iron arch identifying the place as Hooker was removed when Occidental Chemical, based in Dallas, bought the firm in 1968. The structure resembling a New England church steeple is the Caustic Building, where brine is converted into chlor-alkali chemicals. Briny salt is pumped through electrically charged cells to produce chlorine for making pulp and paper, caustic soda for manufacturing soaps and detergents, ammonia for fertilizer and cleansers, muriatic acid for cleaning oil wells, and calcium chloride as a fruit processor and dehydration agent.

B.R.



A c1955 view of the Tideflats complex (1929) of Hooker Electrochemical Corp. (later Occidental Chemical, today OxyChem) in Tacoma, Wash. The cupola sits atop the Caustic House, long a local landmark. Photo courtesy Tacoma Public Library.

NOTES & QUERIES

LATEST FROM OTTAWA. Readers Paul Stumes and John Corby [both SIA] send a good news/bad news update on events in the Canadian capital [see "Letter from Ottawa," last SIAN]. First the good news: the **Aberdeen Pavilion** (AKA "Cattle Castle") appears to be safe and Corby says that rehab work has begun. As an editorial in *The Ottawa Citizen* noted, even with demolition the need to house sports and other events would still exist, a new and equally expensive building would be built, and "we would have torn down one of this city's most prized heritage buildings and likely replaced it with an ugly shed." Both federal and provincial authorities promised substantial donations to the renovation fund.

Now the bad news: Corby writes: "The hope I expressed in my article on **Angus RR Shops** [same SIAN] that some of the steam-era equipment might be saved was a forlorn one. On Sept. 15 the whole works was auctioned off. According to press reports bidding was brisk, with buyers coming from as far as Kansas, Kentucky, and British Columbia. In Oct., the buildings were used to host a giant agricultural fair, complete with casino gambling."

And more bad news: Stumes says that the fight is over for the **Daly building**, a once-famous department store, and submits these before & after views as evidence.

Before and after views of the Daly building/site in Ottawa. At left is a 1985 view of the department store. In the 1992 view at right, the Daly's demolition has opened a clear view of the Connaught Building, the HQ of the Revenue Dept. of the Government of Canada. It was designed by David Ewart, built in 1912, and named for the Duke of Connaught, a former Governor General of Canada and son of Queen Victoria. Photos courtesy Paul Stumes.



Dayton's Carillon Historical Park exhibits bridges, other IA

Carillon Historical Park in Dayton, Ohio, is a 65-acre assemblage of historic buildings, structures, and artifacts, including several of IA interest. The park's two historic bridges, described in a booklet co-authored by David A. Simmons [SIA], are an 1881 metal truss and the 1870 Feedwire Road covered bridge.

The 45-ft. span is a timber Warren truss that was moved to the park in 1948. At that time, timber arches were added to strengthen the trusses, and a new roof was constructed. In the summer of 1991, as part of a Conservation Assessment Grant funded by the Institute of Museum Services and administered by the Natl. Inst. of Conservation, Nashville preservation architect Michael Emerick evaluated the park's buildings and structures. The roof of the covered bridge was clearly in need of replacement and Emerick suggested that a standing-seam metal roof certainly would be as authentic as were the cedar shingles used in 1948. The park's only historic photo of the bridge in its original location showed it with a corrugated metal roof. Simmons, who was very familiar with this bridge and many others, agreed that a standing-seam roof would be appropriate.

Carillon contracted with Architectural Reclamation of Franklin, Ohio, to construct the new roof. They used period tools to bend the edges of the 29-gauge, galvanized-metal sheets. The overlapping, no-weld method allows the roof to expand and contract freely in the weather. The roof job cost \$5,000.

The 1881 Tom's Run Bridge was built by David H. Morrison and his son and partner, Charles C. The Morrisons' wrought-iron truss was moved to Dayton in 1984. This spring it was repainted, following advice from Simmons and using specifications from the Ohio Dept. of Transportation.

In addition to the two bridges, there are other items of IA interest. Most prominent is the Corliss cross-compound steam engine built by the C. & G. Cooper Co. of Mt. Vernon, Ohio, for the National Cash Register Co. of Dayton. Col. Edward A. Deeds, later to be the Carillon Park founder, had placed the engine in service in 1902 as NCR plant engineer. In 1948, as NCR Chairman of the Board, Deeds shut down the Corliss for the last time to retire it. Also on exhibit is the 0-4-0 "The Rubicon," one of three Lima-built fireless locomotives used at NCR from 1909 to 1961. Another of the park's locomotives is the oldest extant American-made B&O locomotive, built by Davis & Gartner in 1835 as the *John Quincy Adams*, B&O No. 6 (reassigned as No. 1 in 1884 and restored at Mt. Clare in 1947; two extremely close contemporaries of "The Rubicon" are at the B&O Museum in Balt.).

Additional industrial artifacts at Carillon Park include: a 1924 Sun Oil station; a 1907 Porter locomotive from ARMCO's Middletown, Ohio, Central Works; N.Y. Central locomotive 6721, a 1912 switch engine; a 1907 RR switch-tower; a 1904 G.C. Kuhlman interurban car from the Toledo, Port Clinton & Lakeside Ry.; a 1948 Marmon-Harrington trolley bus; and a Brill streetcar. Lock No. 17 from the Miami & Erie Canal was moved to the park and installed in the original M&E canal bed, which runs through the property.

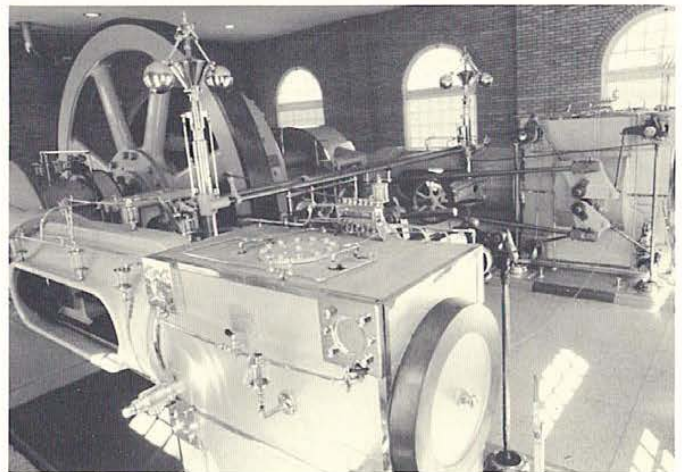
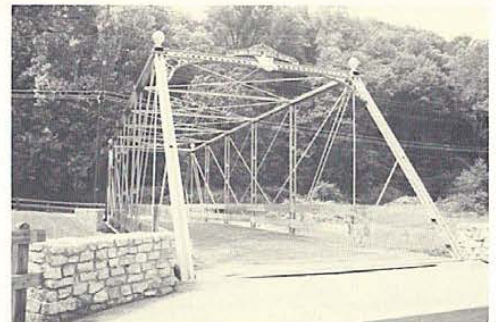
For additional info., contact Jeanne Palermo, Director of Curatorial Services, Carillon Historical Park, 2001 S. Patterson Blvd., Dayton OH 45409 (513-293-2841).



CARILLON PARK
BRIDGES

Above: The 1870 covered bridge displaying its new standing-seam metal roof.

Right: The 1881 wrought-iron truss by Morrison & Son.



OTHER IA ARTIFACTS IN CARILLON PARK.

Above: The 1902 Corliss cross-compound steam engine, from the National Cash Register Co. plant in Dayton.

Below: "Rubicon," one of three Lima-built fireless locomotives used at NCR from 1909 to 1961. All photos courtesy Carillon Historical Park.



SITES & STRUCTURES



The Snickers Gap Turnpike bridge in Loudoun County, Va., built between 1810 and 1830. A.R. Clark photo.

STONE BRIDGE AVAIL. IN VA. A two-span stone-arch bridge built between 1810 and 1830 for the Snickers Gap Turnpike in Loudoun County is being bypassed by a new bridge under construction downstream on Beaver Dam Creek. The Va. Dept. of Trans. is offering the span to an individual or group willing to assume ownership and maintenance.

The bridge is one of 12 remaining stone turnpike bridges in the state. Like most Eastern cities in the early 19th cen., Alexandria was interested in capturing the trade from the then "west," which meant the land immediately west of the Allegheny Mtns. Early attempts to improve the navigation of the Potomac River had produced a short bypass, Geo. Washington's Potowmack Canal [HAER], on the Va. side of the Great Falls above Washington, but not much else. Thus there was a demand for new roads, which led to the completion in 1806 of the Little River Turnpike from Alexandria to Aldie (now Rt. 236 & US 50). The turnpike proved very successful and spawned several feeder turnpikes, namely the Faquier and Alexandria, the Ashby Gap, and the Snickers Gap pikes.

The Ashby Gap Pike (US 50) started from Aldie with a two-arch stone bridge, still in service across the Little River. The Snickers Gap Pike (now Va. Hwy. 734) also started from Aldie and headed northwest toward Winchester. Two stone bridges were built, one across Goose Creek (destroyed in a 1928 flood and replaced with a wooden bridge) and the present bridge, similar to the Aldie bridge. Both bridges are of rubble construction and have segmental arches, although the Aldie bridge is "humped" while the Beaver Dam bridge is flat. The Ashby Gap and Snickers Gap turnpike bridges also are characterized by conical cutwaters or piers running almost the full height of the bridge. The Beaver Dam Creek bridge was reported to have been built by an Ariel Glasscock for \$3,500, but the exact date is unknown.

For info. about assuming ownership, contact ASAP James Cromwell, Environmental Specialist, VDOT, 3975 Fair Ridge Dr., Fairfax VA 22033.

A.R.C.

HISTORIC PECK BRIDGE AVAIL. The Pequonnock River (PECK) RR movable bridge [NR], associated Bridgeport Viaduct, and remnants of the original interlocking switch and signal systems, are available from the Conn. Dept. of Trans. The bridge and viaduct were constructed in 1902-04 by the N.Y., New Haven & Hartford RR. The movable units are two double-track, side-by-side, rolling lift bridges. Info.: Donald Doherty, Office of Rail, CDOT, 24 Wolcott Hill Rd., Wethersfield CT 06109

CHICAGO BRIDGE GROUP FORMED. The Friends of the Chicago River has formed a Bridge Subcommittee. We are trying to document the scarcity of several types of extant movable types, including bobtail-swing, praying mantis, Scherzer rolling-lift, and vertical-lift bridges. If readers have information on extant bridges of these types, please contact Douglas Farr [SIA], Chair, Bridge Subcommittee, 53 West Jackson #1456, Chicago IL 60604 (312-408-1297).

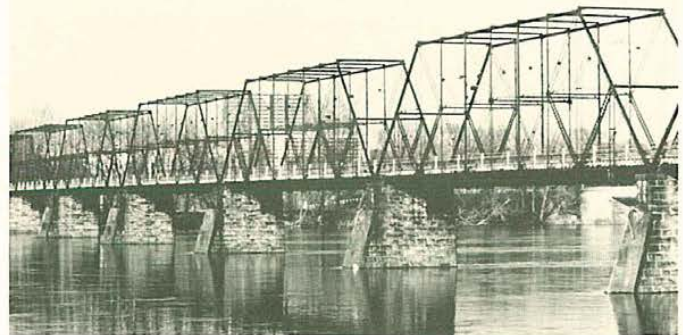
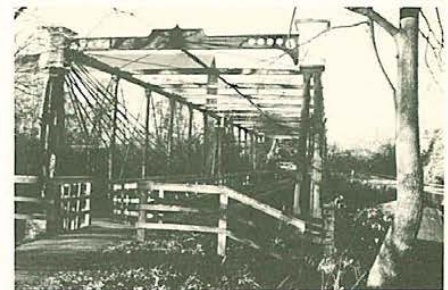
"BRIDGES '93" FEATURES DELONY BRIDGE PHOTOS. The American Society of Civil Engineers continues its tradition of featuring spectacular bridge photographs on its calendars with the publication of the 1993 edition, illustrated with the work of Eric N. DeLony [SIA], Chief of the Historic American Engineering Record. DeLony also is the author of *Landmark American Bridges*, featuring over 200 of the best HAER photos and drawings of 87 bridges. The book will be published next spring by the ASCE and the Bullfinch Press of Little Brown Publishers.

Two Eric DeLony photos from the ASCE "Bridges '93" calendar.

Right: Bollman truss in Savage, Md. (1869).

Below: Walnut Street Bridge in Harrisburg, Pa. (1890).

Photos courtesy ASCE.



Included in the ASCE "Bridges '93" calendar are full-color images of: St. Johns Brg., Portland, Ore. (1931); West Lilac Road Brg., San Diego County, Calif. (1978); South Presa St. Brg., San Antonio, Tex. (1890); Pine Bank Arch, N.Y., N.Y. (1861); Bridge of the Gods, Hood River County, Ore. & Skamania County, Wash. (1926); Main St. Brg., Clinton, N.J. (1870); Peacocks Lock, Tuckerton, N. of Reading, Pa. (1855); Walnut St. Brg., Harrisburg, Pa. (1890); Humpback Brg., Covington, Va. (1857); Arlington Memorial Brg., Wash. D.C. (1932); Junction Brg., Little Rock, Ark.; Northampton Brg., Easton, Pa. (1895); and Bollman Truss Brg., Savage, Md. (1869). "Bridges '93" is available for \$9 ppd. from ASCE Sales & Marketing (SW-16), 345 E. 47th St., NY NY 10017-2398 (212-705-7276).

MORE ON HACKENSACK WATER WORKS. In the summer of 1991, the Hackensack [N.J.] Water Co. offered to donate to Bergen County its New Milford Plant, which was taken out of service in 1990. The offer includes some 31 acres of open space, along with the company's historic filtration plant and pumping station, parts of which date to 1882. The property was evaluated for significance by Edward J. Lenik

[SIA] of Sheffield Archaeological Consultants [see *SIAN* Winter 1991:9]. Lenik recommended preservation of at least the 1912 Allis Chalmers vertical triple-expansion, pumping engine and the 1914 Allis-Chalmers cross-compound centrifugal raw water pump.

County officials have not made a decision about accepting the donation, in part because they are uncertain about the financial responsibility involved in the historic buildings and equipment. The water company has offered to mothball the buildings for two years (or, alternatively, to demolish them). After the two years the county might consider a redevelopment plan, but at present cannot commit to the recommended preservation. Now they would like advice about the disposition of the buildings, engine, and pump. They have contacted both SIA HQ and the Roebling Chapter, asking if either could assume responsibility for ownership and preservation. SIA President Amy Federman wrote County Executive William Schuber that the SIA would not acquire the property. Now Schuber has asked for assistance from any SIA member who might be able to offer the county advice or aid. Contact Adam Strobel, 300E County Admin. Bldg., Court Plaza S., 21 Main St., Hackensack NJ 07601-7000 (201-646-3630).

HISTORIC HILL-HARRIMAN RR DEPOT AVAIL. The Oregon Dept. of Trans. is offering free the historic 1911 Oregon Trunk Rwy. Station and the c1924 American Rwy. Express Co. building in Bend. ODOT has issued a Request for Proposals from anyone interested in preserving these structures by moving them to a new location. The buildings are now owned by the Burlington Northern RR and will be impacted by a highway realignment project, scheduled for 1994.

The OTR station is a handsome, one-story, 30 x 90 ft. structure with a low hipped roof. It is built of "tuff," a local volcanic stone, and has Craftsman-style detailing. The station is associated with the Pacific Northwest railroad "war" between the Great Northern's James J. Hill and the Union Pacific's Edward H. Harriman. Hill backed the OTR while Harriman supported the Deschutes Rwy., each as an extension of their main roads. The victor would be the first to reach the forests of central Oregon and profit from the logging traffic. Hill finally won, due in part to the untimely death of Harriman. On Oct. 5, 1911—commemorated as Railroad Day in Bend—Hill personally drove the golden spike in an elaborate ceremony at the station site.

The express office is a 30 x 60-ft., stuccoed, wood-frame companion to the station. Both buildings are determined eligible for listing in the National Register. Financial assistance of up to \$300,000 is available for the moves. Proposals must be submitted by Feb. 12, 1993. For a copy of the RFP contact Robert W. Bryant, Region Project Development Engineer, 63034 O.B. Riley Rd., Bend OR 97701 (503-388-6032).

DANES SEEK INFO ON U.S. WATER TOWERS. City officials of Esbjerg, Denmark, plan to open their great 1890s water tower to the public in summer 1993. In preparation for exhibits, they are looking for additional information on water towers in the U.S. and Europe. In particular, they want to know about U.S. water towers that have been converted to museum/exhibition or adaptive reuse purposes. Available photos, prints, posters, and other materials will be displayed. The project will be administered by the Esbjerg Museum. Contact Mich. Ottosen, Curator, Esbjerg Museum, Nørregade 25, 6700 Esbjerg, Denmark (phone 75 12 78 11; fax 75 13 59 49).



Early postcard view of the Teesside Transporter. The cable-suspended car is at mid-span in its journey from end to end. Image courtesy A.R. Clarke.

RARE ENGLISH TRANSPORTER BRIDGE REHABBED, REOPENED. The Teesside Transporter Bridge, one of three remaining—two operating—transporter bridges in the world, reopened in August, following a 2 1/2-year refurbishment. It was built in 1911 to connect Port Clarence and Middlesbrough across the River Tees and was the third such bridge in England. The "unbalanced-cantilever" span is 570 ft. and provides a 140-ft. vertical clearance at high water. It was designed by George C. Imbault of Cleveland Bridge & Engineering Co., which also built the bridge. The ends of the bridge are secured to the ground by cables. The 16 original anchors were severely corroded and were replaced by the contractor, Bridon Ropes.

Some 16 transporter bridges were built worldwide, based on the idea of a French engineer, F. Arnodin. One of these was built in 1904-05 over the ship canal at Duluth harbor in Minnesota, although in 1930 it was converted to the vertical lift design for which it is recognized today. Information on these structures can be found in *Transporter Bridges* by N.N. Frobes, published by the Light Rwy. Transport League in the U.K. When this booklet appeared a few years ago, only six transporters remained in service. A.R.C.

ROEBLING COMPLEX UPDATE. Revitalization work on Trenton's Roebling wire rope complex [HAER; also, see *SIAN* Fall 1986:9-11] has been proceeding slowly but surely. The N.J. Council on the Arts awarded \$800,000 toward the creation of a Performing Arts Center, one of the most important elements in the plan for the complex. The Center, set to open in 1994, will include the only remaining building of the Insulated Wire Division section, erected in the 1890s. Another major development receiving important financial support is the transformation of the 1890 Machine Shop into the proposed "Invention Factory," intended to provide the general public and school groups with programs and exhibits on science and applied technology.

The non-profit proprietor, Trenton Roebling Community Development Corp., has published *Spanning the Industrial Age: The John A. Roebling's Sons Co., Trenton, N.J., 1848-1974* (192 pp., 175 illus.), written by Clifford W. Zink [SIA] and Dorothy White Hartman, with photographs by Jet Lowe [SIA]. The book features many materials from the Roebling Collections at Rensselaer Polytechnic Institute and Rutgers Univ., as well as the Hagley Library. It includes illustrations and information published for the first time. The text begins with John A. Roebling's origins in Germany and follows him through his early projects, the establishment of his Trenton Works, and the start of the Brooklyn Bridge. It follows the company's fortunes under his three sons, Washington, Charles, and Ferdinand, and their descendants through two world wars, the Great Depression, and the slow decline of the wire rope business. It is available for \$18.50 ppd. from TRCDC, 699 S. Broad St., Trenton NJ 08611.

NOTES & QUERIES

BRIDGE CHRISTMAS ORNAMENT. The Greater Middletown [Conn.] Preservation Trust has announced a series of holiday ornaments decorated with illustrations of landmarks. The first, with a view of the Arrigoni Bridge, is offered as a special, 500-piece, limited edition, and commemorates the Trust's 20th anniversary. The ornament is approx. 3 ins. in diam. and is finely etched with a 14-karat-gold finish. Each is \$12.60 ppd. from GMPT, 27 Washington St., Middletown CT 06457 (203-346-1646).

"THE SPEEDWELL IRONWORKS: A History of Workers & Work," the John H. Culbertson Memorial Exhibition, opened in Sept. at Historic Speedwell, 333 Speedwell Ave., Morristown NJ 07960 (201-540-0211).

"INDUSTRIAL CAMDEN" is an exhibition at the Camden County Hist. Soc. running through Jan. 5, 1993. It features the history of the city's factories, workers, and manufacturing processes presented with photos, products, and advertisements. Companies included are RCA Victor, Campbell Soup, N.Y. Shipbuilding, Esterbrook Pen, and Lucas Paint. Info.: CCHS, Park Blvd. & Euclid Ave., Camden NJ 08103-3697 (609-964-3333).

"INTERIORS CONF. & EXPOSITION FOR HISTORIC BUILDINGS II" includes 23 conf. sessions on the rehabilitation and restoration of historic interiors, special in-depth seminars, technical workshops, special tours, and an exposition featuring over 50 companies. It will be held Feb. 17-19, 1993, in Wash. D.C. Among the items of IA interest are presentations on the technology of historic floors and floor coverings, windows, lighting, paints and coatings, and on the techniques of investigation and preservation of historic mechanical systems. Info.: IC&E, POB 77160, Wash. DC 20013-7160

CALLS FOR PAPERS. "Breaking New Ground on Old Buildings" is a conference on historic architecture and landscapes in Wis. & Minn., sponsored by both state historical societies and scheduled for Mar. 27, 1993, in Madison, Wis. Paper proposals are solicited on IA, company towns, and planned communities, among other architecture and landscape subjects. For proposal info., contact Marie North, Div. of Hist. Pres., State Historical Society of Wis., 816 State St., Madison WI 53706 (608-264-6498). For general conf. info., contact Geoffrey Gyrisco, same address (608-264-6510) or Michael Koop, SHPO, Minnesota Historical Society, 345 Kellogg Blvd. W., St. Paul MN 55102 (612-296-5434).

The Nevada State Railroad Museum, Carson City, solicits proposals for its **1993 Virginia & Truckee RR Symposium**, slated for next Oct. Possible subjects include, but are not limited to, Nev. RR history and 19th-cen. western RRs. The 1992 V&T symposium included a tour of V&T shops and freight station at Virginia City. The NSRM's significant 19th-cen. collections include 5 locomotives, 18 passenger cars, and 22 freight and service cars, out of a total collection of 73 pieces of equipment. Info.: John Ballweber, Curator, or Kyle K. Wyatt, Asst. Curator, NSRM, Capitol Complex, Carson City NV 89710 (702-687-6953).

The Hist. Dept. at California Univ. of Pa. solicits proposals for papers and sessions at their **4th Annual Conf. on Local & Transportation History**, April 17, 1993. Proposals are due

by Jan. 15 to J.K. Folmar, Program Coordinator, Dept. of Hist. & Urban Studies, CUP, 250 University Ave., California PA 15419-1394 (412-938-4053/7856).

BMI GETS SHOT's DIBNER. The Society for the History of Technology gave the 1992 Dibner Award to **The Cannery Children's Activity Center of the Baltimore Museum of Industry** at their annual meeting in Aug. The "Dibner Award for Excellence in Exhibits of the History of Technology & Culture" was established by SHOT to encourage the production of high-quality museum exhibits that interpret the history of technology, industry, and engineering to the general public. At The Cannery, children use role-playing to experience the world of work by working two shifts in an 1883 Baltimore oyster cannery: one as an unskilled worker, either shucking oysters or filling, steaming, or labelling cans; and one as a skilled worker, either making cans, printing labels, or working in the office. As "pay" for their work, the children receive tokens redeemable in the company store. To finish the visit, each child completes an interactive computer activity that offers career suggestions. Since its opening in 1990, The Cannery has been very popular with both school groups and the general public. Recently, readers of *Baltimore* magazine chose BMI as the "best hands-on museum for kids."

Also at BMI, through Dec., is **"Working People,"** an exhibition of photographs of American industrial workers by award-winning documentary photographer Milton Rogovin. The exhibit features 90 b/w photographs of men and women in mining and heavy industry, pictured both on the job and at home with their families. Many of the views included are of workers in Buffalo steel mills and were featured in Rogovin's third book, *Portraits in Steel* (Cornell U.P., 1992). The exhibition was shown at the Smithsonian Institution's Natl. Museum of American History from Jan. to July 1992, organized by curator Helena Wright [SIA]. Info.: BMI, 1415 Key Hwy., Baltimore MD 21230 (301-727-4808).

NOMINATIONS ARE SOUGHT for the 1993 **Dibner Award** (see BMI above). Exhibits less than two years old are eligible and nominations may be made by anyone. The award is announced at SHOT's annual meeting each fall. Details avail. from Joyce E. Bedi, Award Committee Chair, Dept. of History, U. of Del., Newark DE 19716.

NEW VAF AWARD. The Vernacular Architecture Forum announces a new award to recognize creativity and excellence in the presentation of research in North American vernacular architecture in other than published sources. VAF recognizes that many important efforts advancing the study of vernacular architecture are found in categories outside the realm of publishing, and wishes to acknowledge their contribution to the field and encourage a broader examination of analysis and interpretation. The VAF Award will join the Abbott Lowell Cummings Prize (now limited to published material) as an annual offering in 1993.

Eligible categories include, but are not limited to: exhibits & other temporary installations; permanent museum installations; historic structure reports & preservation plans; architectural recording projects (**including HABS/HAER**); restorations, furnishing plans & installations; cultural resource surveys & historic designation studies; visual arts presenta-

NOTES & QUERIES, cont.

tions (drawing, painting, photography, & 3-dimen. media); film & video; computer applications; educational & interpretive programs; symposia, conferences & public events.

The first award is planned to be made at the 1993 VAF Annual Meeting, May 12-15, in Natchez, Miss. Projects completed 1990-92 will be considered. Info.: Neil Larson, VAF Prize, 510 Grand St., Troy NY 12180.

REPORTS, SURVEYS, &c, WANTED FOR REVIEW.

The Public Historian, the official journal of the Natl. Council on Public History, would like to receive for possible review copies of federal and state publications and reports that feature the work of public historians. The journal is particularly interested in cultural resources management, historic preservation, Indian affairs, archives, and environmental studies, but would consider reviewing any reports of public-sponsored research in which historians participated. Past issues have included reviews of historical studies of public works such as bridges, roads, airports, and canals.

The spring 1993 issue will feature a special section devoted to the review of this so-called "gray literature," and will include the following items: evaluation of significance of a RR right of way; shipwreck inventories; natl. park administrative histories; studies of roads & trails; HAER studies of Arizona dams; federal resource inventories of military bases; Corps of Engineers district history; state historic context studies; and a history of engineering in the Forest Service. Info.: Beverly E. Bastian, Asst. Rev. Ed., *The Public Historian*, Dept. of Hist., Univ. of Calif., Santa Barbara CA 93106-9410 (805-893-3620, fax 893-8016).

JOB OPENINGS. The Henry Ford Museum & Greenfield Village seeks a **curator of transportation** with a broad background in American industrial, technological, or transportation history. In addition to collections-based activities and research, the curator will participate in the development of interpretive programming in exhibitions, historical sites, publications, conferences, and other public programs. Info.: James Rankine, Dir. of Personnel & Labor Relations, HFM&GF, 20900 Oakwood Blvd., Dearborn MI 48124.

Summer 1993 employment is available on **recording projects with the Historic American Buildings Survey/Historic American Engineering Record** of the Natl. Park Service. Located at various sites throughout the U.S. and running for 12 weeks between May & Sept., the work involves ink-on-Mylar measured drawings, interpretive & process drawings, large-format photographs, and written historical reports to document structures of historic architectural, engineering, and industrial significance. The following are sought: architects, landscape architects & industrial designers to produce measured, interpretive, & process drawings; historians & engineers to produce technical & written reports; and photographers to produce large-format photos. Info.: HABS/HAER Div., NPS, POB 37127, Wash. DC 20013-7127 (202-343-9618). Application deadline is Mar. 1, 1993.

HAER in particular encourages historians interested in American technology and graduate or practicing civil engineers with interests and experience in historic engineering structures to apply. Summer HAER projects will include sites in the Pittsburgh region and in the nine-county area of south-central Pa. included in America's Industrial Heritage Project;

industrial resources in Birmingham, Ala.; and the continuing NPS documentation of roads & bridges. Additional sites may include historic bridges, hard-rock mining in the West, maritime resources, and military housing.

CRM EDUCATION RESOURCE DIRECTORY AVAIL.

The Natl. Park Service has released the Oct. 1992 edition of 100-page *The Directory of College, University, Craft & Trade Programs in Cultural Resource Management (Long Term)*. It provides information about training programs or education programs that last from six mos. to several years, fully describing 75 programs, including information about faculty, tuition, curriculum, degree/certificates offered, the length of each program, and an information contact. The directory is intended for students at the high school or undergraduate level who are seeking advanced training. Where full information is not provided, readers are referred to 23 supplemental guides or directories. Also available is *A Directory of Training Opportunities in Cultural Resource Management (Short Term)*. For copies of either directory, write: Directory Editor (specify Long Term or Short Term), Preservation Assistance Div., NPS, POB 37127, Wash. DC 20013-7127.

US/ICOMOS SUMMER INTERN PROGRAM. The U.S. Committee, Intl. Council on Monuments & Sites, is seeking U.S.-citizen graduate students or young professionals for paid internships in Gt. Britain, Russia, Lithuania, Poland, France, Israel, and other countries in summer 1993. Participants work for public and private nonprofit historic preservation organizations and state agencies, under the direction of professionals, for three months. Past internships have required training in architecture, architectural history, landscape architecture, materials conservation, history, planning, archeology, or museum studies. Applications are due Mar. 15, 1993. Info.: Ellen Delage, Program Officer, US/ICOMOS, 1600 H St. NW, Wash. DC 10006 (202-842-1862, fax 842-1861).

EAIA GRANTS-IN-AID. The Early American Industries Assn. announces its annual Grants-in-Aid Program to provide up to \$1,000 to individuals or institutions engaged in research for projects relating to the study and better understanding of early American industries in homes, shops, farms, or on the sea. The intent is to assist students and scholars with serious research programs and publication activity. The application deadline is Mar. 15, 1993. Info.: Justine J. Mataleno, Coordinator, 1324 Shallcross Ave., Wilmington DE 19806.

THE 12th ANNUAL CANAL HISTORY & TECHNOLOGY SYMPOSIUM is scheduled for Saturday, Mar. 20, 1993. Sponsored by Hugh Moore Historical Park & Museums and Lafayette College, the symposium will be held at the William Simon Business Center on the Lafayette campus in Easton, Pa. Presentations include: Frederick W. Taylor's years at the Bethlehem Steel Co.; an analysis of the Lehigh Coal & Navigation Co. labor force; the Delaware Canal as a Pa. park; the rise & fall of Greenwood Furnace; Charles P. Beckel & Bethlehem's first ironworks; the impact of the D&H Canal on Ulster County, N.Y.; and traffic over the Montville Plane of N.J.'s Morris Canal. The complete text of seven papers is published in Vol. 12 of *Canal History & Technology Proceedings*. Info.: HMHP&M, Canal Museum, 200 S. Delaware Dr., POB 877, Easton PA 18044-0877 (215-250-6700).

RR modelers and IA "synthesis"

In recent years an interesting new "users group" in IA has arisen: the railroad modeler. Of course, those who build models of railroad equipment have always needed to get information about the "prototype," as they call the real thing, and railroad equipment and structures are part of the history of technology. But modelers increasingly have sought data on non-railroad industries as well. This is because the field of model railroading has broadened to include the modeling not just of equipment but also the operations and industrial context of railroads in a particular region in some specified historic area. This in turn requires understanding of the function and appearance of industrial structures, and of the flow of materials and goods of the characteristic industries. Consequently, the journals of the field are beginning to publish such information.

What is the relation between these modelers and IA? Robert Barnett, at the SIA annual conf. this year in Buffalo, spoke about the production of historical data and analysis as only part of the work of the historical technologist, who often must go on to produce a "synthesis," which he described as "the reconstruction either in abstract or concrete form of an industrial installation" for the purpose of describing a facility that may no longer exist. As examples of such forms he suggested drawings of how the plant was believed to appear, or a model or exhibit based on such drawings. Clearly, the railroad modeler can create just such a "synthetic interpretation." For example, the Rensselaer Model RR Society at the Rensselaer Polytechnic Inst. in Troy, N.Y., is transforming a large model railroad into a public showcase for regional IA, showing the townscapes, industries, and rail operations of the Lake Champlain area as they looked in the early 1950s.

Recently Don Holbrook and Jeff Lemke of Range Research, and John Nehrich and Jeff English of the RMRRS, described this kind of modeling as "historic preservation through scale replication," pointing out that often it is only in model form that it is possible to "preserve," in some sense, historic industrial complexes and especially RRs themselves. These modelers claim that a moving, three-dimensional miniature representation may be the closest thing to the reality of a historic industrial scene that we can ever experience (e.g., see Tony Koester's editorial in *Model Railroader*, Nov. 1991).

How can a model be an alternative to preserving the real thing? The real industry or RR may be entirely gone or completely altered, or may be too large to be preserved intact. In addition, showing railroading as it was in the past requires more than a mere collection of equipment and structures; the character of a RR results from its style of operations and from its relationship with its surrounding landscape and industrial milieu as well. These can be portrayed on a model in ways impossible at full scale, as demonstrated by the RPI model layout.

In furtherance of this process, some journals serving the modeler publish useful data on both prototype RRs and on the industries they served, often utilizing documentation prepared by the Historic American Engineering Record (HAER). The following is a sampling of recent articles on industrial topics.

Bridges

Tom Lane [SIA], "Plate Girders," pt. 1, *MLM*, June 1991, 45-50; pt. 2, July 1991, 74-78; pt. 3, Aug. 1991, 34-39. Drawings,

brief descriptions, and some photos of girder types, web cross-sections, floor systems, knee bracing, pier column cross-sections, and bracing types.

Transshipment structures

Stafford Swain, "Prairie skyscrapers," *RMC*, July 1983, 53-59. A fine description of the structure and functions of typical wood-cribbed country grain elevators.

Eric Hirsimaki, "The Ore Docks: Timber Titans," *MLM*, Nov. 1983, 19-31; Dec. 1983, 20-29. Timber pocket docks in Duluth, Minn., & Superior, Wis., with drawings & fine photos.

Eric Hirsimaki, "The Ore Docks of the Lower Lakes," *MLM*, May 1984, 23-33; June 1984, 20-31; July 1984, 20-29. Hulett ore unloaders & their predecessors.

Extractive industries

Paul Meier, [Upper Mich. copper industry] "Copper Country," pt. 1: "History," *RMC*, June 1985, 57-64; pt. 2: "Mines," July 1985, 81-87; pt. 3: "Mills, Smelters, & Rails," Aug. 1985, 78-85. Series ranges from history & geology to mine details to related regional industries & Upper Peninsula RR gazetteer.

D.S. Harber, "Loading Cars at Sand Yards," pt. 1, *RMJ*, July 1989, 30-31; & "Ottawa Silica Sand Co., Ottawa, Ill.," *RMJ*, Aug. 1989, 23-29. Sand & silica plants.

HAER, "Kay Moor Mine in W.Va.," pt. 1: Mine head operations & tram trackage, *MRG*, Aug. 1987, 12-19; pt. 2: Head house & operations, Sept. 1987, 28-33; pt. 3: The processing plant, Oct. 1987, 21-31; pt. 4: Overview, monitor car operations & RR track plan, Nov. 1987, 26-33. HAER delineation by Baiges, Boyle, Bridges, Craft, Welch.

Chuck Yungkurth, "Hard Coal: The Anthracite Story," *RMC*, Mar. 1982, 63-68; April 1982, 58-65; May 1982, 56-63; June 1982, 74-81. Overall history, geology, collieries, RR operations, & distribution facilities.

Chris D'Amato [SIA], "Modeling a power plant's operations," *RMC*, Feb. 1989, 92-93. Coal-delivery facility at Pa. Power & Light's 1949 Shamokin Dam plant, "largest anthracite-burning plant in world."

Frank Kyper, "Brickworks at Mt. Union, Pa.," *RMJ*, General Refractories plant, June 1989, 27-29; American Refractories plant, May 1990, 40, 43; Harbison Walker's plant, Oct. 1990, 34-35.

"Inside a Brick Factory," *RMJ*, Oct. 1991, 41-45. Based on HAER docs. Del. Brick Works: Wilkerson plant in Milford.

"Pomona Terra Cotta Mfg. Co., c1890, Greensboro, N.C.," *RMJ*, April 1991, 18-23. Based on HAER docs.

John Nehrich & David Prince, "The Portland Cement Co. at Glens Falls, N.Y.," *RMJ*, May 1992, 17-23.

Food & perishables

Art Mitchell, "High Plains Drifter," *RMJ*, pt. 1: nature of sugar beet campaigns, Feb. 1991, 32-37; pt. 2: rail operations, April

Lowell Natl. Historical Park opens Boott Mills exhibit

The Lowell [Mass.] National Historical Park opened its long-awaited exhibit on the development of the textile industry in Lowell last June. Located in the Boott Cotton Mills, this first Natl. Park Service exhibit on industrial history presents its interpretation in six parts.

Upon entering the millyard, visitors pass into a recreated weaverroom featuring 90 Draper Model "E" bobbin-changing ("automatic") looms. Several produce cloth, while the rest add to the noise and vibration through simulated operation. Built between 1913 and 1921, the looms have been converted, or re-converted, to belt drive from overhead lineshafts. They fill a section of the restored first floor of No. 6 Mill [HAER], built in 1872. Upstairs, "Pre-Industrial America" identifies elements of the new city: the land of East Chelmsford; Mercantile Boston; Models of Industrialization; and the South.

The theme of American's transition from farm to factory is presented in "Wheels of Change: The First Century of American Industry," a multi-image audiovisual program. The program uses the "Great Debate" between Alexander Hamilton and Thomas Jefferson over America's future as a springboard to tell the story of the national sweep of industrialization and Lowell's place in that story.

"Bale to Bolt" presents the first 100 years of the Lowell mills, 1820-1920. Exhibits illustrate the integrated textile manufacturing process, a system (unlike that in Gt. Britain) where one factory transformed raw cotton into finished cloth. Former mill workers talk in video presentations about the noise, dust, and danger of mill work, and pride in work and in the community of workers. Labor and management issues are explored in an interactive video on the 1912 strike.

"America's Fascination with Technology" celebrates the inventory of new machines and includes profiles of Lowell inventors and engineers such as Paul Moody and James B. Francis. It includes a 19th-cen. lathe and several machines from the Merrimack Mfg. Co., all probably pre-1850 (but not



The Weave Room Exhibit, where costumed weavers and 88 operating looms recreate the clatter, heat, and vibration of work in a textile mill. James Higgins photo.

the 1822-35 claimed for them): a 4-spindle slubbing frame, a 64-spindle throstle spinning frame, and a 16-spindle twisting frame. Also included are a Lowell Machine Shop loom built for the Columbian Exposition (sadly re-painted green in place of its special coat of white for that event) and a revolving-flat cotton card by the same company.

"Lowell in Decline" treats the story of the industry's gradual abandonment of the city. By the 1920s the mills had begun to close and most of the cotton textile industry had moved to the South. "Lowell Today" offers an optimistic view of the present and future, ironically featuring a worker at Wang, of whom few remain.

Long in planning, this exhibit represents a major commitment by NPS to urban and industrial history. All components, from research and design to capital expenditure reflect the magnitude of this effort. It deserves the widespread attention it is sure to draw from visitors and reviewers alike. For additional info., contact LNHP, 246 Market St., Lowell MA 01852 (508-459-1000).

RR Modelers, cont.

1991, 44-51; pt. 3: sugar beet piler & loader, June 1991, 36-39. Gt. Western Sugar Co., Colo. processor of beet sugar.

"Utah-Idaho Beet Sugar Plant, Garland, Utah," *RMJ*, Aug. 1991, 14-20. Based on HAER docs.

Tony Thompson & Richard Hendrickson, "Pacific Fruit Express," *RMC*, "Ice Reefers: Wood Cars, Jan. 1987, 61-69; "...Steel Cars," Feb. 1989, 86-91; "...Rebuilt Cars," Mar. 1987, 86-90; "...Operations & Express Cars," April 1989, 59-67; "Mechanical Reefers," Jan. 1988, 76-85.

Martin Lofton, "Meat Reefers," *MLM*, pt. 1: Rise & fall of the packers," Feb. 1992, 52-57; pt. 2, Mar. 1992, 30-35. Hist. of meat-packing industry; handling of refrigerator cars; icing installations.

Mills

Frank Kyper, "Boott Cotton Mill, Lowell, Mass.," *RMJ*, July 1992, 24-31. Based on HAER docs.

Sources:

RMC *Railroad Model Craftsman*, Sub. Dept., POB 700, Newton NJ 07860; \$25/yr.; back issues (1982-83 not avail.) \$2.50 ppd.

RMJ *Rail Model Jnl.*, Sub. Dept., 2403 Champa St., Denver CO 80205; \$28/yr.; back issues \$3 ppd.

MLM *Mail Line Modeler*, Hundman Pub., 5115 Monticello Dr., Edmonds WA 98026; \$36/yr.; back issues, 1983-84, \$2.75 ppd; Aug. 1988+, \$4 ppd.

MRG *Model Railroading*, Rocky Mt. Pub., 2929 Blake St., Denver CO 80205; \$30/yr.; 1987 back issues \$2.50 ea. + \$2.25 p&h per order. T.F.

[Since the 1930s, model RR magazines (esp. Model Railroader & RR Model Craftsman) have published plans and photos of rail-served industrial and commercial structures. The recent references above differ only in their increasing sophistication. For those interested in RR-related IA, the model periodicals have always been a far more productive source than the general enthusiast magazines. H.H.H.]

SIA AFFAIRS

NEWS OF MEMBERS

Richard Sanders Allen, of Albany, N.Y., received the 1992 Civil Engineering History & Heritage Award of the American Society of Civil Engineers at the ASCE 1992 Annual Civil Engineering Convention & Exposition in N.Y.C. in Sept. The award recognizes Allen's distinguished career and publications.

Bruce Weilepp, formerly associate curator of the Columbia River Maritime Museum, is the new director of the Pacific County Historical Society's museum in South Bend, Wash.

The Wall Street Journal interviewed **David Shayt** at the Smithsonian for a Sept. 15th article on electronically enhanced tools, such as levels, saws, and measures. The story noted that the SmartLevel by Wedge Innovations, Inc. is included in the Smithsonian's tool collection.

Greg Galer has left the Valentine Museum, Richmond, Va., where he was Coordinator of Industrial History & Project Director of Valentine Riverside. While preparing to enter a graduate program in IA & the history of technology, he is completing consulting projects at his new address: 28 Jasper Lane, Randolph MA 02368 (617-961-5660).



21st Annual Business Meeting June 6, 1992 Buffalo, New York

The meeting was called to order by President David Salay during the noon luncheon in the atrium of the Buffalo Hilton Hotel.

PRESIDENT'S REPORT. Salay welcomed participants to the Buffalo conference. He acknowledged the excellent planning of organizers Tom Leary and Elizabeth Sholes and extended SIA's appreciation to reception host and tour guide William Seiner, director of the Buffalo & Erie County Historical Society. Salay also commended the Buffalo process-tour guides, Steve Keller, Phyllis Rose, Duncan Hay, and Steve Wellbourne.

Additional recipients of thanks from Salay: retiring board member Carol Poh Miller, for her conference and tour coordination; Clair Smith, for membership services at SIA HQ in Wash., D.C.; and Helena Wright, for many assists to SIA, large and small.

Salay noted that the Society now has ten local chapters, with the forthcoming addition of an eleventh in South Florida.* He reported that membership stands at 1,641, with 1,151 paid up. Dian Post, he mentioned, is due SIA's thanks for her success in placing no-cost reciprocal membership display advertisements in three journals: *The Public Historian*, *Railroad History*, and *Railway & Locomotive Preservation*, garnering 100 new SIA members.

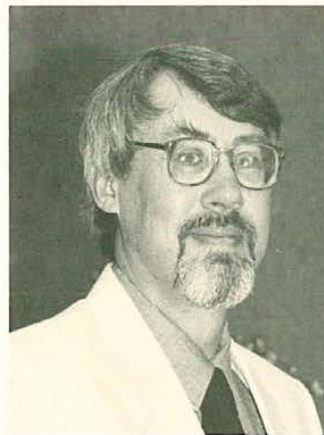
The forthcoming tour schedule was announced: Iceland Study Tour, Aug. 24-31, 1992; South Florida Fall Tour, Nov. 5-8, 1992; Pittsburgh Annual Conf., June 3-7, 1993; and Great Britain Study Tour, Sept. 7-21, 1993. Salay then introduced

John Johnson and Sandra Norman, who enticed the gathering with a preview of upcoming Fall Tour sites in Florida.

TREASURER'S REPORT. Treasurer Nanci Batchelor reviewed revenues and expenses for the past two years. Robert Casey moved, and Dennis Zembala seconded, a motion that the treasurer's report be approved. The motion was carried by unanimous voice vote.

MEMBERSHIP DUES INCREASE. President Salay listed the reasons why the board has recommended an increase in annual dues: increased costs to the SIA, six years since last increase, loss of Smithsonian mailing support, and the non-profit nature of SIA activities. Thomas Flagg moved, and Joe Seely seconded, a motion that the dues increase be adopted, effective in 1993. The motion was carried by unanimous voice vote.

NORTON PRIZE ANNOUNCEMENT. The Norton Prize, funded and sponsored by the Norton Co., Worcester, Mass., is awarded annually to the author of the best article to appear in the SIA journal *IA* within the past three years. Norton Prize Committee Chair Jane Mork Gibson announced the recipient for 1992: **Thomas E. Leary**, for his article "The Work of Rolling Rails in the 32-inch Mill at Bethlehem Steel's Lackawanna Plant: Industrial Archeology & Labor History" (*IA*, Vol. 16, No. 1, 1991). Leary rose to receive the prize citation and expressed his thanks to the late Don Lansette, a key informant in his research. Salay remarked that Leary's work is an excellent model for the conversion of industrial oral history work into a publishable *IA* article.



THOMAS E. LEARY



SUSAN K. APPEL

SIA/HAER FELLOWSHIP. President Salay acknowledged the presence of many staff members of the Historic American Engineering Record (minus HABS/HAER chief Robert Kapsch). He then announced the first recipient of the newly established SIA/HAER Fellowship: **Susan K. Appel**, for the completion of her research into Midwestern breweries and the publication of that research by Illinois Univ. Press. Appel rose to accept and expressed the hope that she is worthy of both SIA's and HAER's support.

NEW GENERAL TOOLS AWARD. President Salay announced a new award for distinguished service to industrial

New SIA General Tools Award: Call for Nominations

The Society is very proud to announce the creation of a prestigious new award, the "SIA General Tools Award for Distinguished Service to Industrial Archeology." The first General Tools Award will be presented at the 1993 Annual Conference in Pittsburgh. Pres. Amy Federman appointed Dennis Zembala chair of the selection committee. Zembala has issued a call for nominations, stating that "the growth of industrial archeology is the result of the good work of many individuals and we encourage the membership to send in nominations as soon as possible to accommodate a thorough review by the committee."

Nominations will be accepted for "sustained distinguished service to the field," and each must include a written statement of the nominee's contribution. The nominee need not be a member of the SIA, but must be a living individual who has contributed noteworthy service over an extended period of time; this service must be other than academic publication. Groups, agencies, firms, and other collective entities are not eligible. The nominating statement should be no longer than three typewritten, double-spaced pages, and must include the name, address, and phone number of the nominator. Nominations may be made by any member in good standing of the SIA. The Award may be presented annually, but if the committee determines that no worthy recipient is available, they may forego the presentation for that year.

The Society appreciates the generosity of Gerry Weinstein [SIA] in the creation of the Award. Gerry is chairman of the board of General Tools Manufacturing, Inc., of New York City. The firm is responsible for producing the Award presentation piece: a General Tools brass plumb bob in a custom-crafted, fine wood case. The Society also thanks the Abraham and Lillian Rosenberg Foundation, which has established a fund providing \$1,000 to accompany each Award. The Rosen-



Gerry Weinstein in Buffalo unveils his Model A (experimental) of the "SIA General Tools Award for Distinguished Service to IA." The production model debuts with the inaugural presentation at the 1993 annual conference. A. Eisenpress photo.

bergs were the founders of General Hardware, predecessor firm to General Tools.

All nominations must be received by the selection committee no later than two months prior to the Annual Business Meeting, scheduled for June 5, 1993. Submit nominations to Dennis Zembala, Chair, General Tools Award Committee, c/o Baltimore Museum of Industry, 1415 Key Hwy., Baltimore MD 21230 (410-727-4808).

Annual Meeting, cont.

archeology, provided by generous grants to the SIA from the General Tools Manufacturing Co. and the Abraham and Lillian Rosenberg Foundation, both of New York City. Salay unveiled a mockup of the special presentation piece, created by General Tools, that will accompany the award, and expressed the Society's thanks to Martin Weinstein, Director of the Rosenberg Foundation, and to Gerry Weinstein [SIA], Board Chairman of General Tools. The 1993 nominating committee, soon to be empaneled, will begin the nominating and deliberation process for the first presentation of the new award at the 22nd Annual Conf. in Pittsburgh.

ELECTION RESULTS. President Salay expressed the Society's thanks to outgoing Board members Carol Poh Miller, David Simmons, Emory Kemp, and Nominations Committee chair Bob Casey.

Casey announced the results of the annual election:

Vice President: **Duncan Hay**
Directors: **Christine Davis****
Henry Rentschler
David Starbuck
Nominations Committee: **David Simmons**

Casey then introduced the SIA's incoming president, **Amy Schlagel Federman**.

INCOMING PRESIDENT'S REPORT.

President Amy Federman lauded outgoing President Salay's considerable service to the Society.

She adjourned the meeting at 2:00 p.m.

David H. Shayt
Secretary

* *The Flagler Chapter in south Florida has since been established. For info., contact John P. Johnson, Historic Palm Beach County Preservation Board, POB 1494, Boca Raton FL (407-395-6771).*

** *Christine Davis resigned from the Board in September because of other SIA- and work-related commitments. The Board has appointed Christopher Andraee, a past Board member, to fill the vacancy until the next election at the 1993 Annual Conf.*

SIA AFFAIRS

Thinking about Pittsburgh in 1993

Plans are under way for the SIA's 22nd Annual Conference, June 3-7, 1993, in Pittsburgh. The conference will be hosted by the recently organized Three Rivers Chapter and cosponsored by the Steel Industry Heritage Corp., the Historical Society of Western Pennsylvania, and the Pittsburgh History & Landmarks Foundation. PH&LF also will host a Friday evening reception at Bessemer Court, adjacent to Union Station, and HSWP will host the Saturday evening banquet at their new Pittsburgh Regional History Museum, now undergoing renovation from its life as the Chautauqua Lake Ice Co. building [see *SIAN* Winter 1991:10] in Pittsburgh's Strip District.

Pittsburgh was a focal point of America's Second Industrial Revolution. Fueled by southwestern Pa.'s rich deposits of coal and natural gas, and facilitated by the region's river and rail systems, the steel, coke, glass, aluminum, and electrical equipment industries of the Pittsburgh region propelled the nation to world industrial leadership at the end of the 19th cen. As they changed America, these industries transformed the Pittsburgh region as well. Hulking factories lined the rivers and turned the waterways into seething sinews of commerce. New jobs in the mills and factories attracted thousands of immigrants from southern and eastern Europe, creating a rich and varied urban ethnic environment. The region's industrial decline in the post-World War II era has eliminated many of these industries. Indeed, those fortunate enough to have visited the city during the last SIA conference there in 1974 will be struck by the long stretches of river land where steel mills once stood and by the relatively good quality of the city's air.

Nonetheless, while much has been lost, much remains. The conference HQ will be the Westin-William Penn Hotel in the city's Golden Triangle downtown area. Within easy walking distance are numerous structures of architectural and engineering significance, including a wide variety of bridges, such as the famous Smithfield Street Bridge, and H.H. Richardson's County Courthouse and Jail. Friday process tours will sample the region's still-vibrant industrial base, including steel mills, coal and coke sites, glass factories, breweries, river and rail networks, and a look at IA of the future—the robotics institute at Carnegie Mellon Univ. Sunday tours will offer two options: a riverboat tour on the Monongahela River and a walking tour of downtown Pittsburgh led by renowned architectural historian Walter C. Kidney, author of the SIA's 1976 book *Working Places*. On Monday, a post-conf. tour will include a bus tour to the Allegheny Portage RR and the Altoona RR Shops, followed by a train ride to Pittsburgh via the famous Horseshoe Curve.

For additional conf. info., contact Richard O'Connor, HABS/HAER, Natl. Park Service, 108 Bishop Boyle Center, 120 E. 9th Ave., Homestead PA 15120 (412-464-0784).

1993 CALL FOR PAPERS. Paper proposals for the 1993 Annual Conf. will be accepted **until Jan. 31**. If interested, please contact immediately Billy Joe Peyton, Inst. for Tech. & IA, WVA Univ., Bicentennial House, 1535 Mileground, Morgantown WV 26505



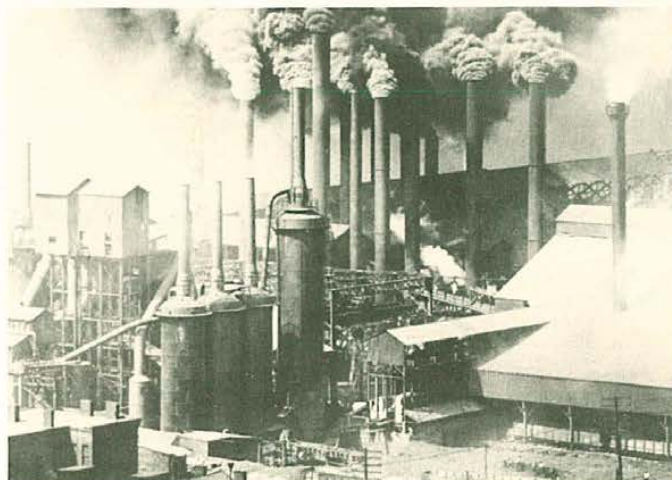
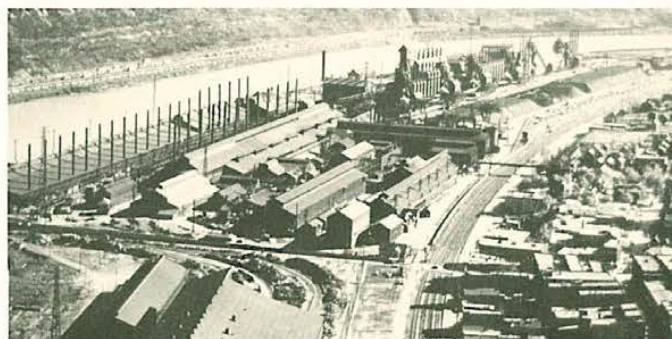
PITTSBURGH VIEWS.

Above: The Smithfield St. Bridge, P&LE RR Terminal (now Station Square), and the Monongahela Incline.

Below: The Duquesne Works, US Steel, in 1949.

Bottom: Smoke-filled 1906 view of American Steel & Wire.

Images courtesy Pittsburgh History & Landmarks Foundation and Carnegie Library of Pittsburgh.



**Plan now
for SIA
study tour
to England &
Wales**



Iron Bridge (1779), spanning the River Sever near Coalbrookdale in Shropshire, first metal bridge in the world.

Next fall the SIA sponsors an extraordinary event, a special IA study tour to England and Wales, birthplace of the Industrial Revolution. Make plans now to participate in this unique visit, a virtual "IA pilgrimage" that has been planned—and will be led—by Barrie Trinder [SIA], director of the Ironbridge Gorge Museum. The tour begins Tuesday, Sept. 7, 1993, on arrival in London and concludes on Tuesday, Sept. 21. A few selected highlights of this chock-a-block two weeks follow.

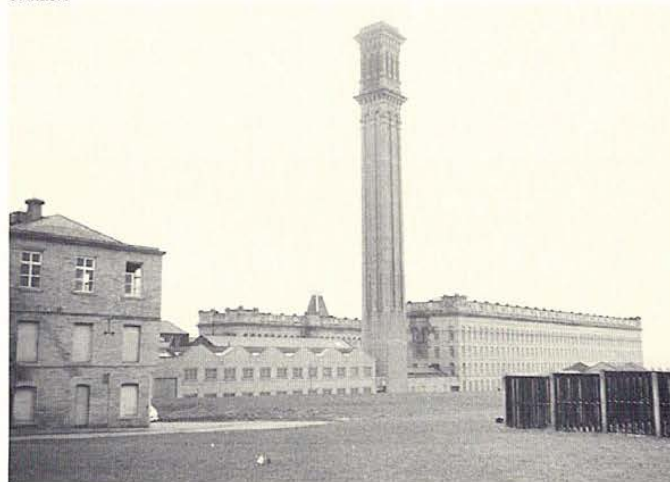
Days 1-3 are in the entry port of London with a multitude of sites daily, including: the world's best collection of early steam engines at the South Kensington Science Museum, Tower Bridge, Albert Docks, the *Cutty Sark*, Kew Bridge Steam Museum, and a Thames steamer. Days 4-5 center on Ironbridge. Days 6-7 take in sites in Wales, including Telford's breathtaking Pontcysyllte canal aqueduct and one of Wales' celebrated narrow-gauge railways. On Day 8 it's a ferry to Liverpool and the Maritime Museum. A short guided tour of Manchester marks Day 9, and Day 10 includes the Stott Park Bobbin Mill and the restored Killhope lead mine. Day 11 is in York and the National Railway Museum, followed by Day 12 at Leeds and the Aire & Calder Canal and the Armley Mill Industrial Museum, followed by a trip to the Yorkshire Mining Museum, Caphouse. On Day 13 is a trip to Scunthorpe via the Humber Bridge for a tour of the steelworks, thence to Derbyshire. Day 14 is a full-day tour to Cromford Mill and Arkwright's Village, including a trip by canal boat to terminus and inclined plane on Cromford & High Peak Rwy. and back to London for the return.

Costs have not been finalized, but will include all hotels, most meals (except lunch, which will be taken, whenever possible, at local pubs), ground transportation, and all admission fees. SIA members will be given first chance to sign up for this special, limited tour. For additional info., contact Henry A. Rentschler [SIA], POB 962, Paoli PA 19301 (215-644-5343).



Above: The Menai suspension bridge, built by Thomas Telford in 1825 to join the island Anglesey to the mainland of Wales.

Below: Manningham Mills, Bradford, Yorkshire, built by Samuel Lister in the 1870s. The campanile-like structure conceals the boiler-house chimney. Photos courtesy Barrie Trinder.



FUTURE TOUR SITES—SHOULD THE SIA COME TO YOUR CITY? SIA board member Henry Rentschler, chair of the committee on tours and conferences, is looking for site possibilities for the Society's Fall Tour in 1994 and Annual Conference in 1995. If you have any suggestions or can help in other ways, please contact Henry at P.O. Box 962, Paoli PA 19301 (215-644-5343).

CALENDAR

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

1993

Feb. 6: Annual Conf. on New England IA, Boott Cotton Mills Museum, Lowell Natl. Hist. Park, Lowell, Mass. Co-sponsored by Northern & Southern New England Chaps. SIA. Info.: Michael Steinitz, Paper Chair, 167 Willow Ave., Somerville MA 02144 (W 617-727-8470; H 617-628-2786; fax 727-5128).

April 2-3: 5th Annual Natl. Rwy. Preservation Symposium, Calif. State RR Museum, Sacramento. Info.: Symposium, CSRM, 111 "T" St., Sacramento CA 95814 (916-445-7387).

April 17: 4th Annual Conf. on Local & Transportation History, California, Pa., sponsored by Calif. Univ. of Pa. Paper proposal deadline is Jan. 15. Info.: J.K. Folmar, Dept. of Hist., CUP, 250 University Ave., California PA 15419-1394 (412-938-4053/7856).

May 11-14: Intl. Seminar on the Preservation of the Industrial Heritage, Technical Univ. of Gdansk, Poland. Incl. plenary session on IA. Info.: Seminar Secy., Waldemar Affelt, Politechnika Gdanska, Wydział Budownictwa, Ladowega, ul. Majakowskiego 11/12, 80-952 Gdansk, Poland.

May 12-15: Annual Meeting, Vernacular Architecture Forum, Natchez, Miss. Info.: Belinda Steward, POB 873, Eupora MS 39744 (601-258-6405).

May 16-20: 88th Annual Meeting, American Assn. of Museums, Fort Worth, Tex. Info.: AAM, POB 40, Wash. DC 10042-0040 (202-289-9113).

JUNE 3-7: 22nd ANNUAL SIA CONF., PITTSBURGH, PA. Info.: Richard O'Connor, HABS/HAER, Natl. Park Service, 108 Bishop Boyle Center, 120 E. 9th Ave., Homestead PA 15120 (412-464-0784).*

July 3-10: 8th TIMS Symposium, The Intl. Molinological Society, Univ. College of Wales, Aberystwyth. Hosted by Cymdeithas Melinau Cymru (Welsh Mills Society). Info.: Gerallt D. Nash, 269 St. Fagans Rd., Fairwater, Cardiff, Wales

CF5 3DW, G.B. Paper proposals by Jan. 31 to Anthony J. Parkinson, Welsh Symposium Editor, "Tegfryn," Primrose Hill, Llanbadarn Fawr, Aberystwyth, Dyfed, Wales, UK.

SEPT. 7-21: SIA STUDY TOUR TO ENGLAND & WALES. Info.: Henry A. Rentschler, POB 962, Paoli PA 19301 (215-644-5343).*

Sept. 15-17: Symposium on "Structural Preservation of the Architectural Heritage," Rome, Italy, sponsored by the Intl. Assn. for Bridge & Structural Engineering, co-sponsored by ICOMOS. Info.: IABSE Secretariat, ETH-Honggerberg, CH-8093 Zurich, Switzerland (phone Int. +41 1-377 26 47, fax Int. +41 1-371 21 31).

OCT. 1-3: SIA FALL TOUR: New Hampshire Mill Towns. Sponsored by Northern New England Chap. & HQ'd in Concord. Info.: Dennis E. Howe, Chair, 1993 Fall Tour, 22 Union St., Concord NH 03301 (W 603-225-6649; H 603-224-7563; fax 226-2548).

Dec. 6-8: Restoration 93, Intl. Conservation & Preservation Trade Event, Hynes Convention Center, Boston. In cooperation with APT. Info.: Restoration 93, c/o E. Glew Intl. (EGI), 10 Tower Office Park, Woburn MA 01801-9988 (617-933-9699, fax 933-8744)

*Find details on this event elsewhere in this issue.

The SIA Newsletter is published quarterly 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, interpretation, preservation, and re-use of historic industrial and engineering sites, structures, and equipment. Annual membership: individual \$25; couple, \$30; institutions, \$30; contributing, \$50; sustaining, \$100; corporate, \$250; student, \$20. Send check payable to SIA to Treasurer, Room 5014-MRC629, National Museum of American History, Smithsonian Institution, Washington, D.C. 20560; all business correspondence should be sent to that office.

ISSN 0160-1067

Submission deadlines: Feb. 1 (Spring), May 1 (Summer), Aug. 1 (Fall), and Nov. 1 (Winter).

The SIA Newsletter is included in the *Avery Index to Architectural Periodicals*, Avery Architectural & Fine Arts Library, Columbia University.

Mailing dates for Vol. 21 (1992): No. 1, Mar.; No. 2, Aug.; No. 3, Dec. If you have not received an issue, apply to SIA-HQ, Rm. 5014-MRC629 NMAH, Wash. D.C. 20560 for replacement copy.

TO CONTACT THE EDITOR: Robert M. Frame III, Editor, SIA Newsletter, P.O. Box 65158, St. Paul, MN 55165-0158. (W 612-227-9531; H 612-291-7882).

USE FAX! Transmit to Bob Frame at TeleFax phone 612-222-4139.

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