

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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CENTRAL OHIO'S RICH AND VARIED INDUSTRIAL PAST

Featured at 1996 SIA Fall Tour

Over 130 SIA members gathered for the 1996 Fall Tour of Central Ohio held from Sept. 26-29. This was the largest attendance of any fall tour ever, and participants were rewarded with a spectacularly rich and varied offering of process tours, museums, historic sites, machinery, and structures.

The tour kicked off on Thursday when participants assembled at the recently restored Westin Columbus Hotel, formerly **Great Southern** (1896), in downtown Columbus. For those who arrived early in the afternoon a special treat awaited – an invitation to stroll around the corner from the hotel to the **Kaiser Machine Works** (1915), a family-run machine shop. Some of the equipment still is powered by line shafting.

The traditional opening reception was held at the Mekka night club in the former works of the **Columbus Buggy Co.**, founded in 1875 and once one of the largest manufacturers of buggies in a city noted for its carriage industry. Closed in 1923, the buggy works was rediscovered several years ago by investors interested in historic architecture and gradually has been transformed into offices, artists' spaces, and a nightclub. Following fine food and drink served beneath a 15 ton overhead crane in the old factory interior, Jeff Darbee narrated a slide show that oriented the group to the next three days of touring. Afterward, SIA President Fred

Big Muskie, the world's largest stripping shovel, towers over SIA's Lilliputians.



Bob Neuberry photo

"How many SIA members does it take to fill Big Muskie's bucket?" Fall Tour participants attempted to answer that question, but two bus loads of people were not enough to fill the shovel even halfway.

Quivik introduced Sonie Milton, one of the hosts for the 1997 Fall Tour of Alexandria, Louisiana. After a tantalizing description of the varied wood-products industries that will be part of the tour, a raffle was held for baskets of Louisiana hot sauces and foods, a pre-welcoming gift from the Louisiana Secretary of State.

Friday morning, the group divided onto buses for a round-robin of stops that featured manufacturing of everything from garden tools to man-made diamonds. The **Union Fork and Hoe Co.**, founded in 1907, opened its doors to show the SIA how it makes a full line of forks, hoes, rakes, shovels, and other tools. From the shaping of ash handles to the forging of steel tool heads with a massive drop hammer, the entire factory was toured with expert guidance provided by company employees.

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Patrick Harshbarger photo



CENTRAL OHIO'S RICH AND VARIED INDUSTRIAL PAST

(continued from page 1)

In contrast to the early-20th-century tool company complex in an old industrial section of Columbus, the **Anthony-Thomas Candy Co.** featured brand new quarters on the far west side of town. The company produces over 25,000 lbs. of chocolate per shift, the entire process closely guarded for sanitary reasons, visible to visitors from a glass-enclosed catwalk. The chocolate factory is a far cry from the kitchen stove in downtown Columbus where Greek-immigrant founder Anthony Zanetos began making chocolates in 1916.

A tour of the **General Casting Co.** was offered Friday morning to a limited group of 25 persons. The company's headquarter facilities were constructed in 1967 and make a variety of large-scale sand-molded castings, primarily for industries whose captive foundries have been shut or divested. Among the castings produced here and at other nearby plants are pump, compressor, blower, and lathe components, refrigeration housings, motor frames and housings, gearboxes, valve bodies, and cable drums.

A favorite stop of the Friday tour group was the **Timken Co., Columbus Bearing Plant** (1920, 1942) where tapered roller bearings for railroad cars are manufactured. The company grew out of the design developed in 1895 by Henry H. Timken of St. Louis. First applied to automobiles, the tapered roller

bearing concept, which had the advantages of high capacity and low friction, was applied to railroads in the 1920s. SIA was treated to rare film footage showing the company's own locomotive "Timken 1111" (also called the "Four Aces"), which in the 1930s was loaned to railroads to help sell reluctant locomotive builders on the advantages of tapered roller bearings. Timken employees expertly directed SIAers through the facility demonstrating the precision machine tools that shape, bore, and grind the bearing cup, cone, cage, and rollers, and the machines that temper and then pack the finished components into an "AP" (all purpose) tapered roller bearing. Over ten million AP bearings have been produced at the plant since 1954. The AP bearing is now the railroad industry standard.

Friday's lunch was served at the **Toledo & Ohio Central Railroad Depot** (1895), a whimsical Chinese-pagoda-inspired station. As if on cue, lunch was interrupted by the passing of a freight train on the adjacent elevated tracks, and rail fans in the group jumped to the station platform to watch it pass. The station is less than 1/4-mile north of Scioto tower, a joint Conrail/CSX facility at the crossing of the former C&O, Pennsylvania/Panhandle, and TO&C lines.

Friday afternoon was highlighted by stops at **American Whistle** and **GE Superabrasives**. Tucked into a modest space at the back of a Butler building, American Whistle is the only manufacturer of metal whistles in the U.S., producing about one million per year. Working from narrow coils of flat brass stock, the company uses a combination of hand and mechanized processes



SIA Fall Tour participants admire the architecture and a passing freight train outside the pagoda tower of the Toledo & Ohio Central RR Depot (1895).

Patrick Harshbarger photo

Patrick Harshbarger photo



Ray Giesse, proprietor of American Whistle, demonstrates his product, as SIAers prepare to cover their ears. At 120 decibels, the whistles are the world's loudest.

John Reap photo



SIA's Fall Tour group poses inside the hangar of the U.S. Air Force Museum's restoration workshops.

BELOW: SIAers study an exploded "All Purpose" tapered roller bearing as used on railroad cars. The bearing is produced at the Timken Company's Columbus Bearing Plant.



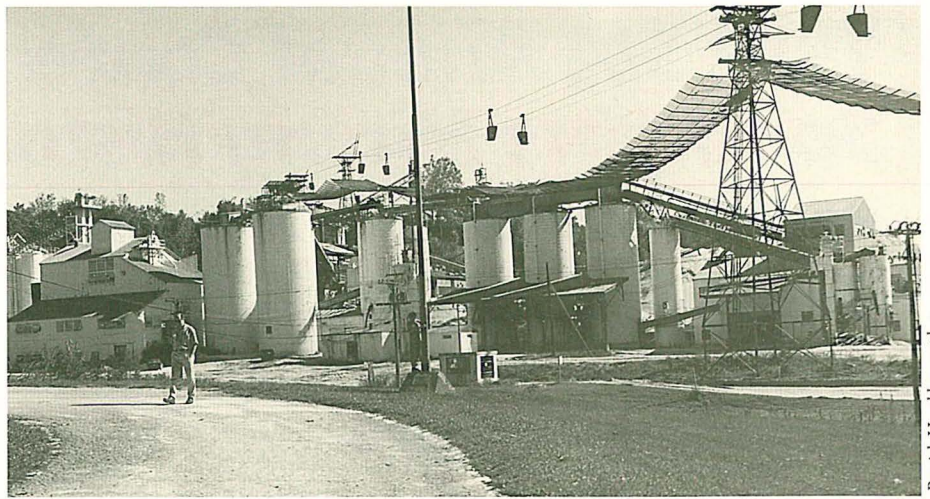
Patrick Harshbarger photo

to produce the whistles. SIAers joyfully left American Whistle each carrying a shiny new whistle, and comforted in the knowledge of how they get that little ball into the whistle.

GE Superabrasives moves in a high-tech world far different from the traditional shop practices of die-cutting, soldering, and finishing involved in whistle production. In the early 1950s, GE assembled its "Diamond Team," top-notch research scientists who tackled the daunting task of creating equipment capable of sustaining the temperatures and pressures needed to convert carbon to diamond, conditions roughly matching those found 160 miles underground. By creating man-made diamonds, GE hoped to create an artificial superabrasive that would replace expensive natural diamonds for use in cutting and grinding. In 1954, GE successfully produced the first man-made diamonds. In 1968, the entire operation moved from Schenectady NY to the northern suburbs of Columbus. While the actual production of superabrasives is a highly guarded process and was off-limits, SIA was given a video presentation and a tour of the labs where GE develops and tests abrasives for grinding and cutting products.

Still pondering what type of machine could layer carbon atoms one at a time to create a man-made diamond, the SIA moved back to the more familiar world of historic machine tools. Friday afternoon ended with a final treat as the entire group reconvened at **Berry Brothers Bolt Works** (1888). Here was a 19th-century brick industrial structure, perfectly preserved, both inside and out. Three generations of the Berry family have produced bolts, first for the carriage industry, and now for a variety of specialty products. The original bolt-making equipment still runs daily. On the first floor are both open-die headers and solid-die headers, a machine shop for repairing equipment and tools, and a drawing room, where steel rod is prepared for processing into bolts. Finishing takes place on the second floor, where bolts are threaded, ribbed, or pointed as required.

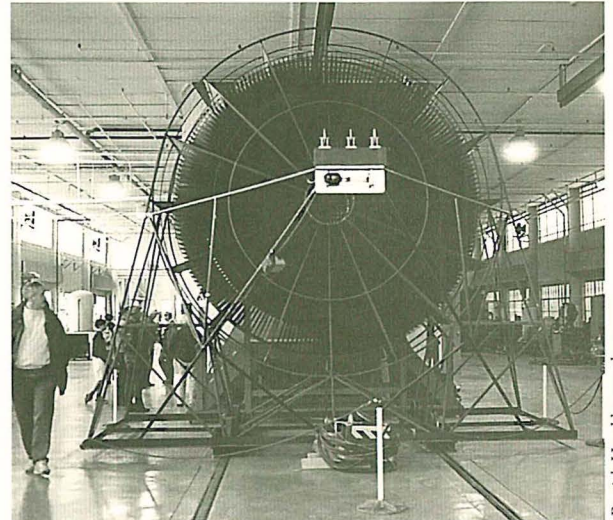
Saturday morning, the group headed out by bus for a day-long trip to the Dayton area. Traveling along US 40, the old National Road, the first stop was **Lock 18 of the Miami & Erie Canal**, constructed in the 1830s near the town of Huber Heights. The lock is an example of the standard-size locks and tumble of the canal



Patrick Harshbarger photo

ABOVE: In the processing plant of the Glass Rock Quarry, rod mills crush pure silica sandstone rock to sand-size grains. Sandstone is delivered to the mills by the tramway and the graded sand is stored in silos.

RIGHT: The wind tunnel at Wright Field in Dayton was constructed in 1923. The facility is complete with many early wood models used to test the aerodynamics of various airplane shapes.



Patrick Harshbarger photo

that connected Cincinnati and Toledo. Next stop was the **Taylorsville Dam**, constructed between 1919-1922 by the Miami Conservancy District to prevent such disastrous floods as that of 1913 that killed 300 people in Dayton. At the dam, the SIA was met by a district engineer who explained the dam's construction and the innovative "hydraulic jumps" below the dam. These are a series of concrete stair-step inclined channels that create stilling pools, dissipating the energy of released flood waters, preventing undercutting of the dam and scouring of the downstream channel.

Lunch was had on the grounds of the **U. S. Air Force Museum** in Dayton, followed by a specially arranged tour of the museum's restoration workshops, housed in hangars on the old Wright Field flight line, about a mile from the museum. The staff introduced the SIA to state-of-the-art aircraft restoration techniques. Afterward, the tour group split in two, with half spending the afternoon exploring the more than 200 aircraft and missiles in the museum, and half taking a guided tour of the **Wright Field Aeronautical Engineering Facilities**. The field, which incorporates Huffman Prairie where the Wright brothers conducted early flying experiments, was expanded after WW I as a center for the Army's research on engines, propellers, fuels, and other aircraft components. Included in the tour were the ASME Historic Mechanical Engineering Landmark wind tunnel (1923); the propeller test building (1927, 1944); the structural test facility (1944), where static tests were performed inside a building designed to suspend a B-36 bomber in midair while turning the aircraft 360 degrees through both the horizontal and vertical planes; and the final assembly building (1927-28), where the

(continued on page 6)

1997 SIA Annual Conference Spotlights Mining History

Houghton, Michigan – May 29 to June 1

Iron and copper mining will be themes of SIA's 1997 Annual Conference, May 29 to June 1, held in Houghton at the heart of Michigan's Lake Superior Mining District. On Thursday, plans are being made for an optional all-day early-bird excursion to the Marquette Iron Range. Featured stops will be the Tilden Empire Mine, an active ore-loading facility, and the Michigan Iron Industry Museum in Negaunee where conference attendees will learn about the industrial and social heritage of the Upper Peninsula iron ranges. The museum overlooks the site of a mid-19th century iron forge. A half-day optional early-bird tour will be offered of wood products industries near Houghton.

Friday's tours will focus on the Portage Lake Copper Mining District, with visits to mining communities in the South Range, an underground tour, and an intensive afternoon at the Quincy Mine National Historic Landmark. Saturday's paper sessions will be followed by a banquet at Michigan Tech, home of SIA headquarters. Sunday will feature a choice of a half-day or full-day tour of the North End of the Copper District. Half-day tour attendees will visit Calumet. Full-day tour attendees will visit several early copper mining sites, such as the Delaware Mine, where another underground tour is planned, light houses, and Fort Wilkins, the US Army post built in 1844 to promote order in the booming mining district. Info: SIA Headquarters at (906) 487-1889; fax 487-2468; e-mail: SIA@mtu.edu

Ironmasters to Meet in Birmingham, Alabama

An Ironmasters Meeting will be held in Birmingham April 17-19. The ironmasters are a group dedicated to the preservation and interpretation of the history of the iron industry. Planned conference events include a symposium (papers requested), process tours of a working blast furnace and cast-iron-pipe factory, and a tour of 19th-century charcoal blast furnace sites including Tannehill and Brierfield, and the archeological remains of the Civil War rolling mill at Shelby. The meeting will be held in conjunction with the annual Iron Art Conference at Sloss Furnaces National Historic Landmark so that participants can also see an iron pouring and attend the opening of two new iron art exhibits. A demonstration of ironmaking in a Catalan forge is tentatively planned. A running topic of the meeting will be: How do we organize our regional understandings of the iron industry into a national database? How do our local sites tie into the big picture? Papers dealing with efforts to this end are particularly encouraged. To add your name to the mailing list or for info: Jack Bergstresser, Dept. of Anthropology, 338 Ullman, Univ. of Alabama at Birmingham, Birmingham AL 35294; (205) 934-4690; fax 934-9896, or Ed Rutsch, 115 Route 519, Newton NJ; (201) 383-6355; fax 383-9377. ■

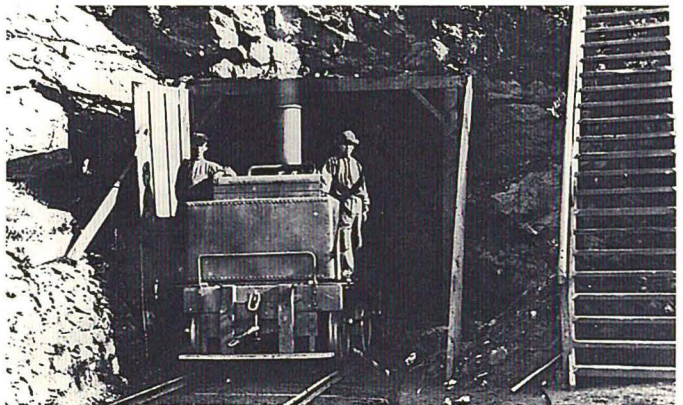
Travel to Houghton: Conference attendees are urged to make their travel plans well in advance. Houghton County Airport is served by Northwest Airlink with six flights per day from Detroit and Minneapolis. Alternative destinations include Marquette, Green Bay, Milwaukee, and Duluth. Meeting organizers will provide suggestions for IA visits for travelers en route from each of these locations. *For a 5% discount on travel with Northwest Airlines, or to make use of locally savvy travel agents contact Carlson Wagonlit /Goodman Travel in Houghton, 1-800-562-7628.* ■



Michigan Iron Industry Museum photo.

ABOVE: During the late half of the 19th century, Michigan mines led the nation in iron ore production. Although underground mining has given way exclusively to open pit operations during the last quarter of the 20th century, Michigan still produces nearly 25% of the nation's iron ore.

BELOW: In the late-19th century, the Jackson Iron Company used small haulage locomotives to shunt ore cars and bulk materials at the Jackson Mine on Michigan's Marquette Iron Range. SIA conference-goers can examine the Yankee, one of two surviving industrial geared vertical boiler locomotives in America. Manufactured in Scotland in the 1860s, the Yankee was in service at the Jackson Mine through the 1880s. Today, this rare locomotive is on exhibit at the Michigan Iron Industry Museum in Negaunee.



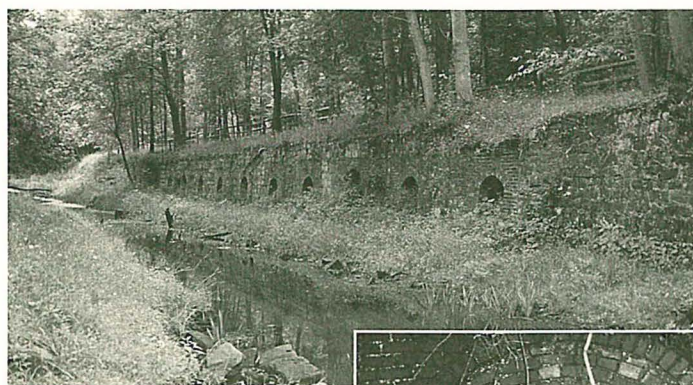
State Archives of Michigan photo.

Archeology of Coke Ovens Explored

Archeologists at Youngstown State University under the supervision of John White recently have finished their third season of work at the **Cherry Valley Iron & Coal Co. coke-oven complex (NR)** in Leetonia OH. Built in 1866, the complex consists of nearly 200 standing beehive ovens. The ovens saw uninterrupted duty until their closing in the mid-1930s. So far, work has focused on the excavation of the site's weighbridge (SIAN 25,1) and the foundation remains of what is believed to be a coal crusher. This winter, plans call for chemical and spectrometric analyses of various of the ovens' products and by-products. More than a dozen different kinds of brick were used in various capacities at the complex. Samples are being collected of each for further study and classification.

The beehive ovens, so-called because of the shape of the inner furnace, are laid out in long rows, and were used to convert coal into coke, a fuel used primarily in iron and steel making. At Cherry Valley, each oven has a diameter of 12-ft. and is built of foundry brick. The top of each of the seven-ft.-high ovens is provided with an opening through which the raw coal was dropped, first by horse-drawn wagons, later by narrow-gauge hopper cars. Archeologists have counted 4,200 bricks in the sides of each oven, and 2,600 bricks in the floor. The bricks were mortared with "lume" (perhaps a bastardization of the word loam), a clayey soil slurry which when heated by the furnace fused into a tight, binding mortar.

Between the rows of ovens are what appear to be two water-filled trenches (the locals call them moats). Originally, these ten-ft. deep trenches were dry and served as approachways for standard-gauge hopper cars. Thus, coke could be raked or barrowed into the cars from the ground level of the ovens. After the site was abandoned, changes in nearby land-use altered groundwater



John White photo.

ABOVE: A battery of coke ovens, constructed in 1866, stands silently at Cherry Valley in Leetonia OH. The water-filled approachway that once provided access for railroad hopper cars is in the foreground.



ABOVE RIGHT: Masons built the Cherry Valley coke ovens of brick following procedures that were as much an art as a science. After the beehive-shaped inwalls were completed, the masons built the front wall, or facade, of large cut stones. The space between the inner furnace and the straight-sided front of the oven was filled with dirt or sand, which served as an insulating layer.

runoff patterns, turning the stone-lined railroad car approachways into stagnant ponds. The archeology team and the current owner, Cherry Valley Arboretum, have decided that the water should be left until an adequate conservation plan and finances can be obtained to preserve what might lie below. Premature drainage could do irreparable damage to the subsurface artifacts as well as to the stone walls themselves. In the meantime, plenty of work remains to be done on the huge 50-acre iron-furnace and coke-oven complex. Info: John White, Dept. of Sociology & Anthropology, YSU, Youngstown OH 44555-3442; (330) 742-3442.

J.R.W.

CHAPTER NEWS

Northern New England Chapter Holds Fall Meeting. Canterbury (NH) Shaker Village hosted the Chapter's Fall Meeting on Oct. 12. Following the business meeting and a slide presentation by David Starbuck concerning the Canterbury Shaker families and archeological field sites, participants were invited to tour the sites and to assist with the excavation of the Second Family blacksmith shop. On Oct. 26-27, the chapter held its second recording event at the Saratoga Graphite Product Mine & Mill Complex (ca. 1840-1922) in Wilton NY. So far, the group has helped produce a measured drawing of the main graphite ore mill foundation and completed the mine road survey. Work is underway on mapping the mine openings and quarry, and on additional excavation and drawings of the boarding house, warehouse, and machinery. The recording event was hosted by Carol Weatherwax and Matt Kierstead. — *NE Chapters Newsletter*

Southern New England Chapter's Fall Tour Features Pipe Organ Builder. On Oct. 5, the Chapter toured C. B. Fisk, Inc. in Gloucester MA, designers and builders of pipe organs. The

company was founded in 1961 by physicist Charles B. Fisk, an innovative organ builder who was leader of the return to the mechanical (tracker) key-and-stop action systems of historical European and early American instruments. — *NE Chapters Newsletter*

Oliver Evans Chapter Explores Phoenixville PA. On Nov. 9, the Philadelphia-based chapter toured Phoenixville including a stop at the site of the former Phoenix Iron Works and Phoenix Bridge Company to see the remaining buildings and structures. The group gathered at the historical society for a pre-tour slide show. Following lunch at the old Reading Terminal, the chapter crossed the Schuylkill River to explore one of the only watered sections of the Schuylkill Navigation canal system. Along the canal trail were the Black Rock Dam, lock No. 60, a locktender's house, and a silting basin. On Dec. 12, the chapter ended its 1996 activities with a "film fest" hosted by Lance Metz. Films included *Glass* (a 1950s film shot in the Netherlands about making industrial and art glass), *America Be Seated* (the history of the Hitchcock Chair Co.), *Copper* (the story of copper production from extraction to final product), and *Iron and Steel-Pioneers in Progress* (a rah-rah 1950s industrial film). ■



CENTRAL OHIO'S RICH AND VARIED INDUSTRIAL PAST

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Army once assembled bi-planes and now scientists test landing gear, including space-shuttle tires.

Saturday evening's banquet at the Staley Farm, near New Carlisle, was one of the highlights of the tour. Old Order German Baptists served roast pig, cooked to near perfection, along with a variety of sumptuous vegetables, bread, and pies. While it was difficult to be drawn away from the food, SIAers took ample opportunity to explore the farm's early 19th-century grist mill, saw mill, mill race bridges, and barn.

The Fall Tour officially ended Saturday evening, yet a large group stayed on for Sunday's optional tour. Heading southeast of Columbus in the morning, the group first stopped at the Lockville Canal Locks, Ohio & Erie Canal (1825-1832). This canal connected Cleveland on Lake Erie with Portsmouth on the Ohio River. The locks, now dry, have been preserved in a county park which also includes the relocated Hartman Covered Bridge (1888).

Next stop was the Glass Rock Quarry and Processing Plant. Established in 1903, the quarry ever since has been mining a remarkable 95% pure silica sand for use in the production of glass, ceramic glaze, light bulbs, fiberglass insulation, and golf course sand traps. Although the quarry and plant was not in operation on a Sunday, the SIA stole a look at the quarries and observed the



Abba Lichtenstein photo

At the Staley Farm, one of the tour buses got mired in the mud. Fortunately, the farm had just the old tractor needed to help get the SIA out of a sticky situation.

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 \$35; couple \$40; full-time student \$20; institutional \$40; contributing \$60; sustaining \$125; corporate \$250. Send check or money order payable in U.S. funds to the Society for Industrial Archeology to Treasurer, SIA c/o Withum, Smith, & Brown, 100 Overlook Center, Princeton, NJ 08540-7814. All other business correspondence should be sent to SIA-HQ, Dept. of Social Sciences, Michigan Technological University, 1400 Townsend Drive, Houghton MI 49931-1295; (906) 487-1889; e-mail: SIA@mtu.edu.

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

Mailing dates for Vol. 25 (1996): No. 4, Feb. 1997. If you have not received an issue, apply to SIA-HQ (address above) for a replacement copy.

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Fall tour organizer David A. Simmons explains the queenpost truss-type Hartman Covered Bridge. Constructed in 1888 by local builder William Funk, the 45'-long bridge originally spanned Pleasant Run in Pleasant Twp., Fairfield County. In 1967 it was moved and preserved in a county park in Lockville.



Patrick Harshbarger photo

extensive overhead tramway that delivers sandstone to the processing plant where it is crushed to sand-size grains.

The theme of mineral extraction was continued throughout the rest of the day, as the tour group next ventured to the village of Shawnee, perhaps Ohio's best-preserved historic coal mining town. Once home to more than 4,000 people, the population now is about 1,000 due to the closing of the nearby underground mines after WW II. Nonetheless, enough of the town remains intact to give a strong sense of life in the coal patch during its 1880s to 1920s heyday.

After lunch, the group ventured on to their final stop of the day, one well worth waiting for, **Big Muskie**. Everyone had heard of the shovel's awesome dimensions: 487.5-ft. long from front to back, gross weight of over 14,000 tons, bucket capacity of 220 cubic yards, 22% larger than its nearest competitor. But nothing could prepare the uninitiated for the stunning sight of this sleeping giant of a stripping shovel as it appeared over the ridge of a ghostly, barren, strip-mined landscape. Technically, a Bucyrus-Erie 4250-W, Big Muskie is the largest dragline stripping shovel ever built. Constructed in 1969, Big Muskie today is parked near its last excavation, a water-filled canyon dug to a far off vanishing point in 1991.

As the day ended and SIAers stood around pondering the operation of Big Muskie's hydraulic "walking" system, which somehow managed to move the massive machine 14 ft. with each step, it was clear that the Fall Tour of Central Ohio had been a great success. With a rich and varied assortment of tours and sites, Columbus had offered something for almost every SIA member, from the enthusiasts of traditional craft-based industries such as grist milling, to the fans of iron and steel, machine tools, mines, railroads, bridges, and dams. Thanks go out to the tour committee members David A. Simmons, Jeffrey T. Darbee, Barnett L. Golding, Mary Beth Hirsch, Fred and Jean Milford, Squire and Freda Brown, and all the many hosts who graciously opened their doors to the SIA.

J.P.H.

Correction

The Minutes of the 25th Annual Business Meeting (SIAN 25,2) incorrectly reported that Bob Passfield was the recipient of an award by the Canadian History and Heritage Committee. More accurately, Bob Passfield was the 1996 recipient of the W. Gordon Plewes Award presented by the Canadian Society for Civil Engineering in recognition of his contributions to the understanding of the history of civil engineering in Canada. ■

New Jersey Lime Kilns Protected. The New Jersey Conservation Foundation (NJCF) has purchased the first historic preservation easement to be placed on lime kilns in New Jersey, and the first easement on land protecting archeological artifacts in the state. It will protect 15 historic lime kilns in the bluffs of the Delaware River near Pohatcong. The lime kilns, each some 15-ft. wide and 15-ft. high and linked together to resemble a fortress, appear to be the largest surviving complex of historic kilns in Warren County. The kilns date to about 1850, and were constructed at the time the Belvidere-Delaware RR was being built along the Delaware River to connect Trenton and Belvidere, thus enabling transportation of lime statewide. The operation used coal to roast limestone from the nearby Warren Quarries. The resulting product was crushed and spread on fields as a soil supplement. In 1869 seven of the kilns were documented as producing 100,000 bushels of lime a season. Approximately three-quarters of a ton of coal was required to produce 100 bushels of burned lime. Warren County once contained more than 100 lime kilns, mostly small farm operations. On Nov. 21, the NJCF held a special railroad excursion and visit to the lime kilns on the Bel-Del RR to celebrate the site's preservation. Access is by appointment only (908-234-1225) until the kilns can be stabilized.

Iron Ore Dock Query. Patrick Cooleybeck [SIA] is beginning to research and prepare material for a book on iron-ore docks and other ore-related facilities. He will attempt to record the histories of nearly every ore dock that has existed and the evolution of iron-ore docks from wooden construction through steel and concrete to the most recent cylindrical conveyor-based shiploaders. Gravity-operated pocket docks are his primary interest, but material on all iron-ore loading facilities is welcome. He is familiar with the docks on the Upper Great Lakes, but would like to know of iron-ore facilities elsewhere, for example, Sept-Iles, Quebec and others on the St. Lawrence, as well other types of gravity-operated structures, for example, old coal docks on the Hudson River, Roman docks at Cassis, etc. Any correspondence on the subject is welcome. Patrick Cooleybeck, 10 Jay Street # 3, Somerville MA 02144; (617) 623-2084; e-mail: cooleybeck@aol.com.

Information on Lighthouses Sought for PBS Documentary. Driftwood Productions currently is conducting extensive research on lighthouses for *Legendary Lighthouses*, an upcoming major television series by the Public Broadcasting Service (PBS). The six, one-hour documentaries will tell the story of America's lighthouses, the remarkable places where they are located, the tales of their keepers, and the history and legends that surround these fascinating structures. The producers are interested in obtaining information that may be available through SIA members. They are looking for photos, logs, stories about lighthouse keepers and their families, as well as publications about lighthouses. They are also seeking individuals with expert knowledge on these subjects. Info: Frances Freyman, 8022 Summer Mill Court, Bethesda MD 20817; (301) 229-1096; fax 229-1097; e-mail: ffreyman@pbs.org.

Schroeder Saddletree Factory Receives Grants. The Schroeder Saddletree Factory and Residence, a featured site of the SIA 1994 Fall Tour (SIAN 22,4), has received an award of \$632,000 from the Indiana DOT and \$158,000 from Lilly Endowment Inc. for

restoration of the unique 19th-century factory complex in Madison IN. Saddle trees, the internal wood frames for saddles, were produced by two generations of the Schroeder family, from 1878 to 1972. The Schroeders also manufactured stirrups, cart trees, pack saddle frames, hames, clothespins, lawn furniture, and work gloves. The goal of the project will be to illustrate, through exhibits, tours, and working demonstrations, the craft of the saddletree maker and how his contributions played a critical role in 19th- and early-20th-century transportation. The exhibits will also explore the everyday lives of workers. The factory still houses all the machinery, tools, and other items required in the saddletree trade. Once restored, this Hoosier landmark will be opened to the public. Congratulations to John Stacier and all the people who have worked to help make the preservation of this fabulous historic industrial site possible. Info: John Stacier, Director, Schroeder Saddletree Project, 500 West St., Madison IN 47250; (812) 265-2967; fax 273-3941.

Walnut Street Bridge Update. Last January's floods claimed three spans and damaged several other spans of the 1890 Phoenix-column Walnut St. Bridge (NR) over the Susquehanna River at Harrisburg PA. (SIAN 96, 1). In the intervening months, public support for preserving the bridge has been strong. While owner PennDOT has made no decision about whether to replace or reconstruct the lost spans, which connected City Island and Lemoyne, the agency has undertaken a program to repair and strengthen the remaining east channel spans between City Island and downtown Harrisburg. Over the summer, a temporary stone causeway and steel cofferdams were constructed to provide access for reconstruction and repair of damaged stone piers. PennDOT has also begun cleaning and painting the trusses, removing and replacing damaged floorbeams and stringers, and strengthening the lower chords. ■

CALL FOR PAPERS

SHOT Annual Meeting, Oct. 16-19, Pasadena CA. The Society for the History of Technology (SHOT) will hold its annual meeting hosted by the Huntington Library, Art Collections, and Botanical Garden. The program committee welcomes proposals for individual papers and session topics related to all facets of the history of technology. Proposals for individual papers must include: (1) an abstract of not more than one page; (2) a one-page curriculum vitae, including current phone number and postal and e-mail addresses. Proposals for complete sessions should include: (1) a description of the session's general topic; (2) a list of the presenters' names and paper titles; (3) an abstract and C.V. for each of the presenters; (4) a C.V. for the commentator, the chairperson, and the session organizer. The session description should indicate how each of the papers within the session is relevant to the topic at hand. Send complete proposals by April 10 to Miriam R. Levin, SHOT Program Chair, Program in History of Tech. & Science, History Dept., Case Western Univ., Cleveland OH 44106; (216) 368-2380; fax 368-4681; e-mail: mx67@po.cwru.edu. ■

1997

March 21-23: National Railway Preservation Symposium, Interpreting Railroad History and Technology, California State Railroad Museum and Foundation, Sacramento CA. Info: Cathy Taylor or Liz Edrich, CSRMF, Symposium, III "I" St., Sacramento CA 95814; (916) 445-5995; fax 327-5655; e-mail: csrmf@csrmf.org.

April 4-5: The Future of Business History: A Conference to Consider Ideas & Approaches. Hagley Museum & Library, Wilmington DE. Info: Roger Horowitz, HML, Box 3630, Wilmington DE 19807; (302) 655-2400; fax 655-3188; e-mail: rh@udel.edu.

April 17-19: Ironmasters Meeting, Birmingham AL. Including a symposium and site visits to historic and operating iron and steel works. Info: Jack Bergstresser, Dept. of Anthropol., 338 Ullman, 1212 Univ. Blvd., Birmingham AL 35294; (205) 934-4690, or Edward Rutsch, 115 Route 519, Newton NJ (201) 383-6355; fax 383-9377.

May 29-30: Ports and People, Annual Conference of the Canadian Nautical Research Society, St. John NB. Info: William Glover, HMCS Prevost, 19 Becher St., London ON. N6C 1A4; (519) 660-5296; fax 660-5046.

May 29-June 1: SIA Annual Conference, Michigan's Lake Superior Mining District, Houghton MI. Info: Pat Martin, SIA HQ, Dept. of Social Sciences, Michigan Tech, 1400 Townsend Dr., Houghton MI 49931; (906) 487-2070; fax 487-2468; e-mail: PEM-194@mtu.edu.

June 22-29: The Int'l Committee for the Conservation of the Industrial Heritage (TICCIH), Full Conference, Greece. Info: The Greek Section of TICCIH, Inst. of Neohellenic Research/National Hellenic Research Foundation, 48, Vassileos Constantinou avenue, 11635 Athens, Greece. Tel. 30-1-721-0554; fax 30-1-724-6212.

June 25-27: Interpreting Edison, Thomas Alva Edison Sesquicentennial Conference, Edison NHS, West Orange NJ. Info: Leonard DeGraaf, Edison National Historic Site, West Orange, NJ 07052; (201) 736-0550, ext. 22; e-mail: EDIS_Curatorial@nps.gov.

July 25-30: Science, Technology, and Industry Conference. The Int'l Union of History & Philosophy of Science, Liege, Belgium.

Info: 20th Int'l Congress of History of Science, University of Liege, Centre d'Histoire des Sciences et des Techniques - Betiment D1, Avenue des Tilleuls 15, B-4000 Liege, Belgium; Tel. 32-041-66-94-79; fax 32-041-66-95-47; e-mail: chstulg@vm1.ulg.ac.be.

September 9-23: SIA Study Tour of Scotland. Info: Christopher Marston, HABS/HAER, Box 37127, Washington DC 20013-7127; (202)-343-1018; e-mail: christopher_marston@nps.gov.

Sept. 29-Oct. 3: Underground Space: Indoor Cities of Tomorrow, Montreal. 7th Int'l conference on the planning construction, management, and promotion of underground spaces from subways to tourist attractions. Archeological and industrial heritage issues are part of the program. Info: Underground Space Organizing Comm., 303 Notre Dame St. E., 5th Flr., Montreal, Quebec H2Y 3Y8; (514) 872-8343; fax 872-0024.

October 2-5: SIA Fall Tour, Alexandria LA. Info: Lauren Sickles Taves, Box 597, Natchitoches LA 71458; (318) 352-5747; fax 352-6619; e-mail: taves@cp-tel.net.

October 17-19: Council for Northeast Historical Archaeology (CNEHA) Annual Meeting, Altoona PA. The focus of this year's program is industrial archeology. Site visits include the Pennsylvania Canal, Allegheny Portage RR, PRR Altoona yards, Horseshoe Curve, and Johnstown. Info: Paula Zitzler, RD 2, Box 325, Williamsburg PA 16693-9736; (814) 832-9224; e-mail: paulaz1072@aol.com.

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June 4-7: SIA Annual Conference, Indianapolis IN. Info: William L. McNiece, 5250 N. Pennsylvania St., Indianapolis IN 46220-3057; (317) 274-8222; e-mail: wmcniece@iupui.edu.

CONTRIBUTORS TO THIS ISSUE

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With thanks.

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