SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

Volume 26 Winter 1997 Number 4

CLEVELAND'S HULETTS
STILL STANDING TALL

"If you can save the Huletts, it will be a miracle," John Bowditch [SIA], curator of mechanical engineering at the Henry Ford Museum in Dearborn, Michigan, told this writer several years ago. He knew well the railroads' penchant for demolishing and discarding their IA patrimony, no matter how significant. While it is way too soon to announce a miracle, there is reason for cautious optimism concerning preservation of the four Hulett ore unloaders at the C&P Ore Dock in Cleveland.

In March, ownership of the 44-acre dock transferred from Conrail (whose determination to destroy the Huletts was thwarted only by timely designation of the dock, with City Council support, as a Cleveland landmark) to the Cleveland-Cuyahoga County Port Authority. The $6.15 million purchase brings these magnificent industrial artifacts the last of their kind on Lake Erie, and among the last anywhere on the Great Lakes under local control by a public agency, a critical first step toward their preservation.

The C&P Ore Dock continues to operate, receiving pelletized ore (taconite) delivered by 1,000-foot self-unloaders. The port authority, meanwhile, has engaged a consultant to prepare a new master plan evaluating the scope of port operations and charting its future. In April, representatives of various constituent groups supporting preservation of the Huletts including the Cleveland Waterfront Coalition, Ohio Canal Corridor, Inc., and the Committee to Save Cleveland's Huletts were invited to meet with port officials and TranSystems Corp., the firm hired to prepare the master plan, to discuss their concerns and provide background on the history and significance of the Huletts. John P. Debo, Jr., superintendent of the Cuyahoga Valley National Recreation Area, was among those who testified. He spoke eloquently on behalf of preserving the Huletts, both as a unique testament to Cleveland's industrial heritage and because of their location at the gateway to the recently designated Ohio & Erie Canal National Heritage Corridor.

Transfer of the C&P Dock to public control, meanwhile, has opened the way for its listing in the National Register of Historic Places. In 1995, the Ohio Historic Site Preservation Advisory Board reviewed and approved the entire dock – the four Huletts, together with an associated powerhouse, machine shop, office, and other ancillary structures and equipment – for listing in the National Register. Conrail, however, objected to the listing, and the property was subsequently determined eligible but not actually listed. Last April, the Committee to Save Cleveland's Huletts wrote to State Historic Preservation Officer Amos Loveday requesting that his office proceed with the listing. The National Park Service listed the property in October.

Listing in the National Register adds to the many other distinctions enjoyed by Cleveland's Huletts, which were first put into service in 1912. Besides being a Cleveland landmark, the

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Carol Poh Miller photos

Cleveland's Hulett ore unloaders remove their last cargo, from the* Lemoyne, *December 18, 1992.

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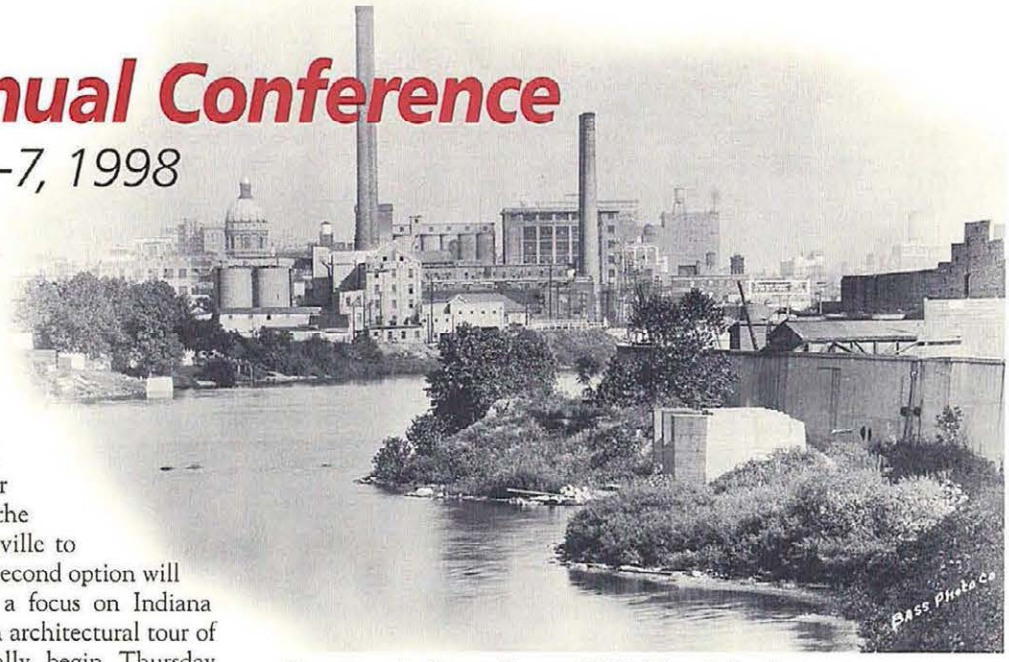
1998 SIA Annual Conference

Indianapolis, June 4-7, 1998



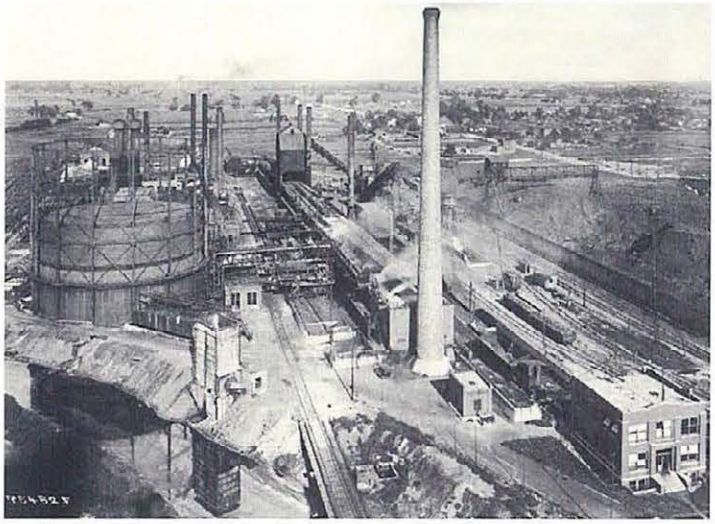
Downtown Indianapolis, ca. 1930. The city's role as a transportation hub earned it the nickname "Crossroads of America."

The 1998 SIA Annual Conference will be held in Indianapolis, June 4-7. Conference organizers are planning a schedule of historic industrial sites and process tours that will reflect the range of industry in Indianapolis and Indiana. Thursday registrants will have several pre-conference options. These will include an all-day tour to the Whitewater Canal area of southeastern Indiana, using the Whitewater Valley Railroad from Connersville to Metamora to visit portions of the canal. A second option will be a seminar on bridge restoration with a focus on Indiana bridges. A third option will be an afternoon architectural tour of Indianapolis. The conference will formally begin Thursday evening and include a lecture on the history of Indianapolis and central Indiana by George Geib, professor of history at Butler University.

Participants will have a choice of several tours in and around Indianapolis on Friday. At press time, a list of probable sites included Citizens Gas and Coke; George F. Cram Co., map and globe publishers; the Chrysler engine-block foundry; Conrail's Avon Yards; Diamond Chain, manufacturer of roller chains for industrial uses; the Holliday hydroelectric plant, a 1922 powerhouse and dam used until 1965, with 1922 equipment still in place; Indianapolis Motor Speedway with its collection of racing and road cars; Indianapolis Water Co. water treatment facilities; the Central Canal and the canal aqueduct over Fall Creek; the Perry K municipal steam generation plant; limestone quarrying, milling, and carving; the Metro bus-maintenance facility, including a portion of the former Duesenberg automobile factory; and the Navistar foundry and machine shop.

Saturday's paper sessions will be held at the University Place Conference Center. The evening banquet is planned as an outdoor event in the Biergarten of the Athenaeum. The Athenaeum was built as Das Deutsche Haus in 1892-98. In the event of uncooperative weather, the dinner will be moved inside. On Sunday, a half-day tour of the Amtrak facility at Beech Grove is planned. Many of the buildings date from around 1906-14, when they were constructed as shops by the Cleveland, Cincinnati, Chicago, and St. Louis Railway. In addition, a different architectural tour of Indianapolis and an area bridge tour are planned.

Information regarding the conference and tours: William L. McNiece, 5250 N. Pennsylvania St., Indianapolis, IN 46220-3057; (317) 274-9992; e-mail: wmcniece@iupui.edu; website: *http://www.ss.mtu.edu/IA/sia98.html.* ■



Indiana Historical Society Library/Bass Photo Company photo.

Citizens Gas and Coke (Indianapolis Coke) manufactures several varieties of coke at its Prospect Street plant. They continue to sell their coke oven gas to customers in Indianapolis. A process tour of the facility will be offered during the 1998 SIA Annual Conference.

Call for Papers, 1998 Annual Conference

A reminder that paper prosals are due by February 15 for review by the program committee. The call for papers announcement was mailed to members in December. Proposals may be for individual papers (20 min.), organized panel discussions (90 min.), reports on work in progress (10 min.), or symposia of related papers. Proposals should include an abstract (250 word max.), title, participant name(s), brief curriculum vitae, telephone/fax numbers, e-mail, and audio-visual requirements. Information regarding the paper sessions: Sandra Norman, Dept. of History, Florida Atlantic University, Boca Raton, FL 33431-0991; (561) 297-2816; fax 297-2704; e-mail: *Norman@fau.edu.*

SIA Conference Special Air Fares

Indy Travel has arranged with Northwest and US Airways for SIA Annual Conference fares available from June 1-10 as follows: 10% off lowest applicable restrictive fare if booked by April 2; 5% off restrictive fares if booked after April 2. Unre-stricted fares are 15-17% off if booked by April 2; Unrestricted fares are 10-12% off if booked after April 2. The percent discount depends on the airline used. These fares are good only if booked through Indy Travel, 7:30 a.m. – 5:00 p.m (M-F). Kay Bates is the Indy Travel contact. Phone 1-800-821-3484, fax 317-573-3610, address 3535 E. 96th St., Suite 102, Indianapolis, IN 46240.

Notes from the President

This fall, the board is considering some amendments to the Society's by-laws. It has been more than ten years since the board conducted a comprehensive review of the by-laws, and we believe there are some changes that will enable the Society to function more smoothly. We also want to make sure our relationship with Michigan Tech conforms to a clear delineation of responsibilities as set forth in the by-laws. Watch future issues of the *SIAN* for specific recommendations the board will make to you, the members, for amendments to the by-laws.

According to the by-laws, one of the responsibilities of the president is as follows: "at the first meeting of the Board following the Annual Business Meeting of the members [the president] shall present a full and clear statement of the business and conditions of the [Society]." Rather than confine that statement to the minutes of our last board meeting, held September 27th in Boston, I thought I would share it with you in the hope that long-time members will appreciate this summary of the "State of the Society" and, especially, that new members will find it a useful overview of the Society's activities.

The SIA, as of the end of September 1997, has 1,495 paid-up members in all categories. We have an additional 312 previously active members who have yet to pay their dues for 1997, a situation which is roughly comparable to previous years. Some members are simply tardy in paying their dues and some have chosen to let their memberships lapse. Over the past several years, we have had nearly the same number of lapsed members as new members, so that we have experienced a small net growth in membership. The SIA has 61 student members, and we hope to nurture the members in this category. The continued vitality of the Society depends on continuing to bring young people into the organization.

Of our total 1,807 members (which includes individuals and institutions), 1,680 are in the U.S. and 76 are in Canada. Of the non-North American countries represented in our membership, the United Kingdom has by far the most members, with nineteen. Other members live in places as distant as Saudi Arabia and Taiwan.

Many of our members have organized local chapters, of which the SIA currently recognizes twelve. A couple of those chapters appear to be moribund, reporting little or no activity, but others sponsor a wide variety of activities, including tours, symposia, and newsletters. Not surprisingly, our largest and most active local chapters are in New England and the Middle Atlantic states. Our two newest chapters are on the West Coast: the Samuel Knight Chapter in the San Francisco Bay area and the Conde B. McCullough Chapter in the Portland area.

The Society provides four principal benefits to members: a quarterly newsletter; a semi-annual scholarly journal; an annual conference each spring; and an annual fall tour. Each of these activities is relatively healthy, but they require continued vigilance on the part of all members to insure that they remain vital.

Our newsletter is back on schedule. We are again mailing four issues per year and they are appearing on time. Much thanks is due editor Patrick Harshbarger for getting our newsletter back on track. Keeping the newsletter filled with interesting and timely features, however, remains the responsibility of our members, so keep Patrick overburdened with mail!

Our journal is nearly on schedule again, and editor Pat Martin and his supporting staff at Michigan Tech have done an excellent job of bringing us high-quality, superbly illustrated articles. Of particular value is the greatly expanded book-review section, for

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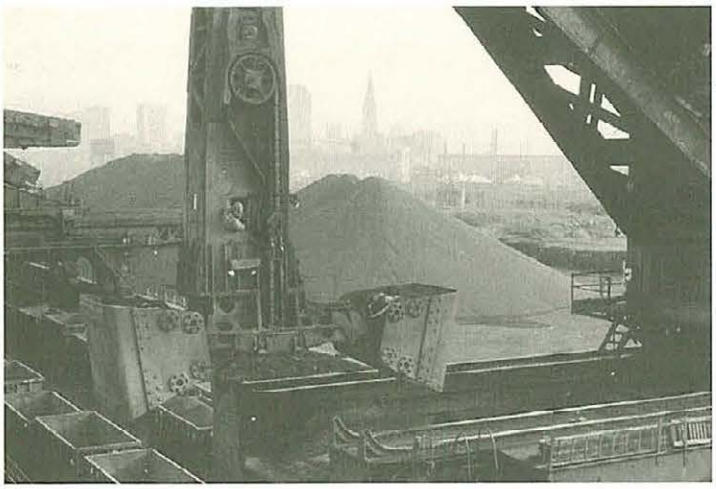
Cleveland's Huletts
Still Standing Tall



Cleveland's Hulett ore unloaders remove their last cargo, from the* Lemoyne, *December 18, 1992.

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C&P Ore Dock was recorded by the Historic American Engineering Record of the National Park Service in 1979. The Hulett unloaders have been selected for designation as a Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers, and a landmark ceremony is planned for late spring, in conjunction with the 100th anniversary of the machine's invention. Their inventor, Clevelander George H. Hulett, recently was nominated to the National Inventors Hall of Fame.

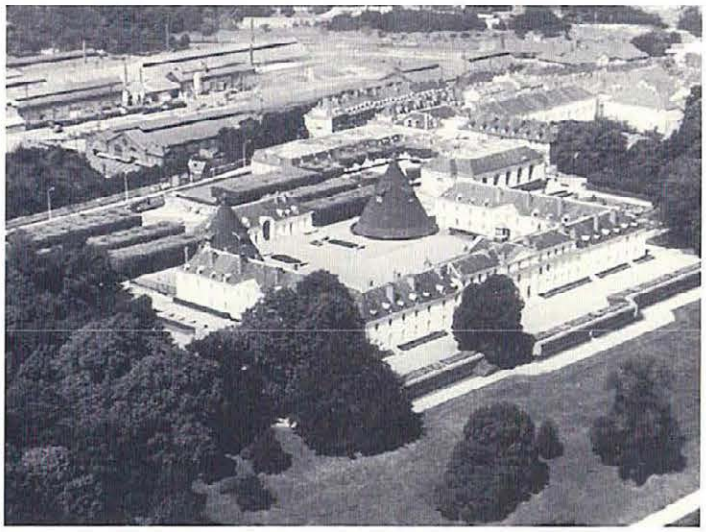
C.P.M.

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 SIA-HQ, Dept. of Social Sciences, Michigan Technological University, 1400 Townsend Drive, Houghton, MI 49931-1295; (906) 487-1889; e-mail: *SIA@mtu.edu*.

Mailing date for Vol. 26,4 (Winter 1997), January 1998. If you have not received an issue, apply to SIA-HQ (address above) for a replacement copy.

The *SIA Newsletter* welcomes material and correspondence from members, especially in the form of copy already digested and written! The usefulness and timeliness of the newsletter depends on you, the reader, as an important source of information and opinion.

TO CONTACT THE EDITOR: Patrick Harshbarger, Editor, SIA Newsletter, Box 45, Toughkenamon, PA 19374-0045; (610) 268-3899; e-mail: *phsianews@aol.com*.



France Keyser photo.

Le Château de la Verrerie (1780), located in Le Creusot in the heart of Burgundy, formerly was the Royal Crystal Works of Marie Antoinette, as noted by the two conic furnaces for cooking glass in the formal courtyard. This was the location of Images du Patrimoine Industriel des États-Unis *during the summer. The glass works became the residence of Eugene Schneider when he set up his forges and iron works in the 19th century. Today, the chateau is the main headquarters, research center, and museum of l'Écomusée de la Communauté Urbaine Le Creusot-Montceau-les-Mines.*

France Keyser photo.

After hanging at Le Creusot, the exhibition moved to Paris opening at the Mairie of the 3rd Arrondissement, the Parisian equivalent of a New York City borough hall. The building is being used by the Museé des Arts et Métiers, which is closed for renovations. Assembled on the sidewalk in front on the evening of the reception are (from L to R): American industrial photographer Joseph Elliot; Francois Portet, Counselor of Ethnology, Burgundy; Patrice Notteghem, Director, Écomusée du Creusot; American industrial photographer Sandy Noyes; HAER Chief Eric DeLony; HAER photographer Jet Lowe; Pierre Aidenbaum, Mayor, 3rd Arrondissement; Dominque Ferriot, Director, Museé des Arts et Métiers; Andre Tabarly, Adjunct Mayor, 3rd Arrondissement; Maria Teresa Maiullari, Chief, International Relations, Écomusée du Creusot; Louis Bergeron, President, Écomusée du Creusot; and Edith Deroche, Press Attache, Museé des Arts et Métiers.

US Industrial Heritage in France

A remarkable collection of over 200 photographs of American technology and industry toured France during 1997 under the exhibition title **Images du Patrimoine Industriel des États-Unis**. After hanging at the Écomusée de la Communauté Urbaine Le Creusot-Montceau-les-Mines in Le Creusot, Burgundy, during the summer, the exhibition was moved to Paris and shown in the grand salon of the Mairie of the 3rd Arrondissement under the sponsorship of the Musée National des Arts et Métiers beginning in September. The photographs come mainly from the collections of the Historic American Engineering Record (HAER) and the Hagley Museum and Library. Archival photographs were supplemented by the work of independent professionals, among them William E. Barrett, Jack E. Boucher, J.E.B. Elliot, Jet Lowe, Sandy Noyes, Gary Samson, Frank W. Warner, and Gerald E. Weinstein. The whole range of American industrial achievement was on show – mining, metal production and working, textiles, power generation in all its manifestations, railroads, bridges, dams, and much more. Visitors were treated to memorable images of the monumental Kennecot copper mines in Alaska, the dramatic sweep of Brooklyn Bridge, the great dirigible hanger at Akron, a giant steam hammer at Bethlehem, and the neo-classical Fairmount waterworks in Philadelphia, to name just a few.

Louis Bergeron, President of the Écomusée du Creusot and also of TICCIH (The International Committee for the Conservation of the Industrial Heritage), and Dominique Ferriot, Director, Musée National des Arts et Métiers, partnered the organization of the exhibit, and Marie Teresa Maiullari assisted in the selection and cataloging of the items displayed. The Musée National published the catalog as a special issue of its monthly magazine *La Revue* (June 1997), which is richly illustrated and includes essays on the preservation of industrial sites and records in the United States, the history of American industrialization, and technological transfer between the United States and France. According to Eric DeLony, Chief of HAER, the exhibit is the largest ever assembled of materials from the HAER Collection. Although it is ironic that such an exhibit would be foreign rather than domestic, perhaps it is not unusual given that other out-of-the-mainstream subjects of American culture, such as some of the early abstract painters, dancers, and literary figures, were first recognized in France rather than in America.

Underlying the whole exhibition was the recognition of the industrial and cultural interactions between France and the United States over the past two centuries. Fittingly, the Écomusée du Creusot is housed in the Château de la Verrerie, Marie Antoinette's royal crystal works, and later the home of Eugene Schneider and his descendants, who were one of the great ironmaster and industrial families of France. Le Creusot is a steelmaking town, home of the Schneider works. Close connections existed between the Schneiders and Pennsylvania toward the end of the 19th century, in such matters as steelmaking and heavy forging, and later between Schneider and American electromechanics. Such historic connections illustrate the permanent stream of exchanges in technology which flowed from both sides

Mary Habstrit photo.

Mary Habstritt and Gerald Weinstein [SIA] stand in front of some of Gerry's photos at the Paris opening.

of the Atlantic. The exhibit organizers hope that by introducing French visitors to the extraordinarily rich images of American industry, they will stimulate greater interest for the heritage of France's own industry. As well, they hope that a reciprocal exhibition will in due course be arranged to present the outstanding industrial heritage of France to an American audience.

Images du Patrimoine Industriel des États-Unis can be viewed via the internet: *http://www.netmuseum.com.*

H.C., E. D., & M.H.

Notes from the President

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which we have Terry Reynolds to thank. Pat can only produce the journal, however. He depends on the membership to supply him with articles ready to send out for peer-review. Having more articles submitted than he could possibly publish is a luxury he has yet to experience.

Our two annual events, the Annual Meeting and the Fall Tour, continue to be hallmarks of the Society. I have just returned from Alexandria, LA, where SIA participants benefited from the diligent planning of a local committee that gave us an enchanting taste of southern culture while showing us an impressive array of process tours and historic industrial sites. We saw firsthand that rural central Louisiana is not simply an area of cotton and cane fields or forests of southern pine; the economy is sustained by both traditional and modern, high-tech production facilities. These tours are a valuable asset to our professional and non-professional members alike, giving us an appreciation of the means by which our material culture is produced and honing our tools of analysis for when we examine and try to understand the material evidence of processes no longer extant. Our Fall Tours often afford members opportunities to explore areas of North America (of which central Louisiana is an excellent example) not normally thought of as industrial centers.

Our Annual Meetings combine the Society's commitment to excellent historic-site and process tours with a day of scholarly papers, during which members and guests share the work they have conducted recently. Whether consultants, employees of museums or other cultural institutions, government workers, academics, or skilled amateurs, our members are every day extracting valuable insights from the artifacts they study and devising ingenious ways of interpreting those insights for the public. Papers at our Annual Meetings, which usually are well-illustrated with slides or other media, are a valuable means for practitioners in the field of industrial archeology to exchange ideas on philosophy of practice, methods, and interpretation of results. The fellowship we share at receptions, meals, and tours also helps cement relationships we can then carry into our work during the course of the year.

At our Annual Meetings, we also conduct the annual business of the Society. We announce the results of our annual election of officers and board members, and we announce the recipients of our two annual awards, which the Society gives to recognize substantial contributions to the field. The Norton Prize is awarded each year to the individual who has demonstrated the most outstanding scholarship in an article appearing in IA over the previous three years. With the SIA General Tools Award, we recognize an individual who has rendered exceptional service to the field of industrial archeology.

During the past several years, the Society has from time to time offered another kind of event to members: study tours abroad. The SIA has sponsored study tours to England and Wales, Iceland, the Panama Canal, and a group has just returned from Scotland. While these study tours are by necessity more expensive than our annual events, they nevertheless offer participants our hallmark focus on the engineering and industry of the country we are visiting, rather than on more conventional tourist attractions. In the spring of 1998, we are sponsoring a tour of industrial and historic engineering sites in China. SIA participants in the China tour will visit sites ranging from a 3,000-year-old copper mine to a silk mill to China's still-operating steam railroad facilities. Of particular note will be a visit to the controversial Three Gorges Dam construction site.

The SIA about two years ago moved our headquarters from the Smithsonian Institution in Washington to Michigan Tech at Houghton. Our headquarters operation is supervised by IA editor Pat Martin of the Michigan Tech faculty. In recognition of the non-editorial duties he performs, the board recently voted to designate Pat also the society's executive secretary. The duties of the position are not specified in the Society's by-laws. Therefore, among the amendments to the by-laws to be proposed at the 1998 Annual Meeting (mentioned at the outset of this column) will be clearly delineating the lines of authority between the board and the executive secretary.

The Society is healthy financially. As treasurer Nanci Batchelor reported at the 1997 Annual Meeting, our income exceeded our expenses in 1996. As of May 31, 1997, we had a balance of $86,117 in unrestricted funds and $7,800 in restricted funds. Our membership fees continue, in general, to cover the costs of providing members with publications, conferences and tours, and the other privileges of membership. The board and the headquarters staff watch our expenses closely, so we foresee no immediate need to increase membership dues.

All in all, I am pleased to report that the SIA is in a general state of good health. The world around us is changing rapidly, however, and we must continue to seek new ways to serve the field of industrial archeology so that we can continue to identify, analyze, preserve, and interpret the material culture of our industrial past. We will be addressing many of these emerging issues at our up coming symposium, tentatively titled "Whither IA," which I will describe in my next column. The symposium is now slated for November 1998. Our other pressing need is to continue to attract new and young people to our work.

Respectfully submitted,
Fredric L. Quivik, President

1998 General Tools Award

CALL FOR NOMINATIONS

The General Tools Award Committee invites SIA members to submit nominations for the 1998 **Society for Industrial Archeology General Tools Award for Distinguished Service to Industrial Archeology**. The award, presented annually at the SIA annual business meeting, recognizes individuals who have given sustained, distinguished service to the cause of industrial archeology.

Criteria for selection are as follows: (1) The recipient must have given noteworthy, beyond-the-call-of-duty service, over an extended period of time, to the cause of industrial archeology. (2) The type of service for which the recipient is recognized is unspecified, but *must be for other than academic publication*. (3) It is desirable but not required that the recipient be, or previously have been, a member of the SIA. (4) The award may be made only to living individuals. Teams, groups, agencies, firms, or any other collective entities are not eligible.

The nomination, which should not exceed three double-spaced typed pages, should address the specific accomplishments that qualify the nominee for the award. Supplementary material (the candidate's resume, for example) may be appended to the nomination. Nominations must also include the name, address, and telephone number(s) of the nominator. Nominations may be made by any SIA member in good standing.

The General Tools Award was established in 1992 through the generosity of Gerald Weinstein [SIA], chairman of the board of General Tools Manufacturing, Inc. of New York City, and the Abraham and Lillian Rosenberg Foundation. The Rosenbergs founded General Hardware, the predecessor to General Tools. The award consists of a citation, a commissioned sculpture, and a $1,000 cash award. Previous recipients are Emory Kemp (1993), Robert Vogel (1994), Edward Rutsch (1995), Patrick Malone (1996), and Margot Gayle (1997).

Nominations, *which must be received on or before April 1, 1998*, should be submitted to: Emory Kemp, Chair, General Tools Award Committee, 429 Riley Street, Morgantown, WV 26505. For additional information or questions, Dr. Kemp can be reached by telephone: (304) 293-7169. ■

Proposed Slate

1998 SIA Election

The SIA Nominations Committee is pleased to present the following slate of candidates for the 1998 elections of Directors and Officers:

Vice President: (2-year term)	Carol Poh Miller Vance Packard
Director: (3-year term): Elect two	Jane Carolan Gray Fitzsimons Lee R. Maddex Bierce Riley
Nominations Committee: (3-year term)	David Shayt

SIA by-laws state that the Nominations Committee shall notify the membership of the proposed slate of candidates no later than 70 days before the Annual Business Meeting (Section 2.05.a). This is that written notice, it is not a ballot. Additional nominations can be made in writing over the signatures of no fewer than twelve (12) members in good standing (dues paid for 1998) and delivered to the chair of the Nominations Committee at the address below by April 15, 1998. Candidates must have given their consent to be nominated and must also be members in good standing. Ballots with a biographical sketch and photograph of each candidate will be mailed to members for a vote in late April.

The 1998 Nominations Committee is Charles K. Hyde (chair), Patrick M. Malone, Robert H. Casey, Duncan E. Hay, ex-officio. Reply to: SIA Nominations Committee, c/o Charles K. Hyde, 419 Royal Avenue, Royal Oak, MI 48073.

Reminder: SIA membership dues were mailed in early January. Only members who have paid their dues will be allowed to vote. The membership period is the calendar year. ■

IA EXHIBITS

Shell Wood River History Museum was begun a few years ago as a way to preserve the history of the Shell Wood River refinery in Roxana, IL. Tom Purves [SIA] writes that the museum started as a small collection of pictures and other material in a surplus trailer. Since then, under the guidance and leadership of employees and retirees, the museum has expanded to fill two (soon to be four) buildings, the only remaining structures of the Shell Wood River Research Laboratory, instrumental in many significant petroleum product developments from the 1940s to the 1970s. The buildings are being given a new lease on life as volunteers convert them to display areas. The mission of the museum is twofold: to capture information, events, articles, stories, and artifacts from the working lives of the thousands of men and women who built Wood River and to help the public see how the refinery relates to their lives through the products they bought (and still buy). SIA members are invited to visit the museum. Info: SWRM, Box 262, Wood River, IL 62095; (618) 255-2000.

Lying Lightly on the Land, an exhibit that ran from June to January at the National Building Museum, Washington, described the history of U.S. national park roads and parkways. From the creation of Yellowstone in 1874 to rebuilding recently flood-ravaged roads in Yosemite, the exhibit looked at how engineers and landscape architects collaborated to design park roads that frame the landscape and shape visitor experience. The challenge has been creating roadways that "lay lightly on the landscape," following natural contours rather than curves laid with mathematical precision. The exhibit drew from artworks, photographs, vintage films, technical drawings, design models, tourist memorabilia, and antique vehicles and camping equipment to demonstrate, for example, how engineers built tunnels rather than deep cuts that would have scarred the landscape, and designed road-related structures such as bridges and retaining walls in a "rustic" style, using native timber and stone. The Historic American Engineering Record (HAER), which has documented many park roads and parkways, assisted with the exhibit.

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SOCIETY FOR INDUSTRIAL ARCHEOLOGY
NEWSLETTER

PUBLICATIONS OF INTEREST

A Supplement to Vol. 26, No. 4 Winter 1997

COMPILED BY
Mary Habstritt, New York, NY; Patrick Harshbarger, SIAN editor.

GENERAL STUDIES

– Amy L. Bernstein. **Baltimore, 1797-1997: Bringing Our Heritage into the 21st Century**. Baltimore Bicentennial Celebration Inc. (1-800-854-9880), 1997. 227 pp., illus., $27.95. Coffee-table book commemorating the city's bicentennial year includes photos and historical information on Baltimore's industrial past.

– John L. Cotter, Daniel G. Roberts & Michael Perrington. **The Buried Past: An Archaeological History of Philadelphia**. Univ. of Penn. Pr. (Phila.), 1992. 524 pp., photos, maps, index. $39.95. More than 50 reports focussing on individual excavations. Included are the Bonnin & Morris porcelain factory (first in the western hemisphere and later a cannon foundry), the Frankford Arsenal, the Point Breeze Gas Works, and the first chemical works in Philadelphia, as well as essays on prehistoric and non-industrial sites. Exhaustively indexed and heavily illustrated. Rev.: *Historic Preservation* 46 (Nov./Dec. 1993), pp. 85-6.

– Stephen H. Cutcliffe & Terry S. Reynolds, eds. **Technology and American History: A Historical Anthology from *Technology and Culture***. Univ. of Chicago Pr., 1997. 456 pp. $37.50. With an emphasis on societal context, this collection examines the technological dimension of American life from the birth of American industry in the late-18th c. to the massive industrial systems of the late-20th c.

– Betsy Fahlman. **John Ferguson Weir**. Univ. of Del. Pr. (Newark), 1997. 216 pp., ill., $75. Scholarly study of a significant American artist, noteworthy for his renditions of industry both in this country and Europe. *The Gun Foundry* and *Forging the Shaft* are among his most famous paintings. Weir spent his youth at West Point, and the book has considerable IA material on the West Point foundry. The author for many years wrote the "IA in Art" column for *SIAN*.

– Robert Fox, ed. **Technological Change: Methods and Themes in the History of Technology**. Studies in the History of Science, Technology and Medicine, Vol. 1. Harwood Academic Pub. & Univ. of Toronto Pr. (Buffalo, NY; 1-800-565-9523), 1996. 271 pp., $54. Examples of current thinking on methodology and theoretical perspectives of concern to historians of technology.

– **History and Technology: An International Journal**. International Publishers Distributor (Newark, NJ: 1-800-545-8398). Quarterly at base rate of $105/yr. Recently inaugurated journal stimulates research in the history of technology from antiquity to the present. Features work of young researchers, or by scholars who would not normally publish in an English language journal. The book reviews sections pays particular attention to material not published in English.

– Mathias Judi and Burghard Ciesla, eds. **Technology Transfer Out of Germany after 1945**. Harwood Academic Pub. & Univ. of Toronto Pr. (Buffalo, NY; 1-800-565-9523), 1996. 151 pp., $45. Newly available archival resources have enabled historians to examine long-standing claims by the Soviets and the Western Allies regarding reparations made by Germany, 1945-53. Studies the confiscation of documents, equipment, and scientists.

– Terry S. Reynolds & Stephen H. Cutcliffe, eds. **Technology and the West: A Historical Anthology from *Technology and Culture***. Univ. of Chicago Pr., 1997. 464 pp. $37.50. Condensed overview of the complex relationship between technological and social change in Western civilization from antiquity to the present.

– Michael Stratton and Barrie Trinder. **English Heritage: Industrial England**. Batsford Direct (Freepost WD 240*, Braintree, Essex, CM7 2BR, England), 1997. 128 pp., illus., £16.99. The impact of industry on the English landscape; how factories have evolved over three centuries; what machinery, structure, and ornamentation can tell about the function and status of particular industrial complexes, as well as about those who built and worked in them. Chapters are devoted to warehouses, engineering works, and model factories.

POWER GENERATION

– T. Lindsay Baker. **Prefabricated Windmill Towers from the Flint & Walling Manufacturing Company.** *Windmiller's Gazette* 16,4 (Autumn 1997), pp. 2-12. From the 1880s to the 1950s, the Kendallville, IN, company produced a wide range of wood and steel towers. *Windmiller's Gazette*, quarterly journal of wind power history: Box 507, Rio Vista, TX 76093. $15/yr.

– David E. Nye. **Consuming Power: A Social History of American Energies**. MIT Pr., 1997. 300 pp., illus., $25. How the lives of ordinary people changed as new energy systems were introduced from the colonial period to the present. Water power, steam power, electricity, the internal combustion engine, and atomic power.

– Tom Rolt and John Allen. **The Steam Engine of Thomas Newcomen.** Landmark Pub. (Waterloo House, 12 Compton, Ashbourne, Derbyshire DE6 1DA, England), 1997. 160 pp., £17.99. Revised edition with a new introduction of the 1977 classic. Engineering biography at its best. Covers the early developments of steam power and the life and works of Newcomen.

STRUCTURES AND BUILDING TECHNOLOGY

– Gregg Andrews. **City of Dust: A Cement Town in the Land of Tom Sawyer.** Univ. of Missouri Pr., 1996. 372 pp., $42.50. The town of Ilasco, MO, and the Atlas Cement Co. which built its huge plant three miles south of Hannibal in 1903.

– George O. Carney. **"Grain Elevators in the U.S. and Canada: Functional or Symbolic?"** *Material Culture* 27 (Spring 1995), pp. 1-24, photos, diagrams, bibliog. Contrasts functional role of elevators, as seen by farmers, railroads, etc. which use them, with romantic view of Modern architectural theorists and artists, arguing that overemphasis on symbolic nature has resulted in a one-dimensional perception of elevator history. Traces evolution of grain elevators, identifying structural types.

– Donald W. Frantz. **Erie Shovel.** Iconografix (Box 609, Osceola, WI 54020), 126 pp., photos, $32.95. The tracked and wheel-mounted steam shovels built by the Erie (PA) Steam Shovel Co.

– Michael Lamm. **The Instant Building.** *I&T* (Winter 1998), pp. 68-70. Development of the Quonset hut during World War II.

– Eric Rasmussen. **"The Rebirth of a Station."** *Civil Engineering* 67 (Oct. 1997), pp. 54-57. How the structural fabric of Grand Central Station was restored, including the building of an ingenious lightweight traveling scaffolding bridge to allow preservationists to clean the sky ceiling while other workers installed new HVAC equipment in the attic above.

– Alicia Rodriguez. **"Rocky Mountain High."** *Historic Preservation* 46 (July/Aug. 1994), pp. 48-49, photo. Brief profile of Salida (CO) Smelter stack which, when built in 1917 by Ohio and Colorado Smelting and Refining, was the tallest structure of its kind west of the Mississippi.

BRIDGES

– **Bridges: 1998 Calendar.** American Soc. of Civil Engineers (1801 Alexander Bell Dr., Reston VA 20191; 1-800-548-2723; *www.asce.org*) This year's calendar focuses on the harmony of bridges and their natural environments with photographs of 24 historic bridges in national parks.

– Jim Cooper. **Artistry and Ingenuity in Artificial Stone: Indiana's Concrete Bridges,** 1900-1942. Historic Bridge Books (Asbury Hall, Depauw Univ., Greencastle, IN 46135), 1997. 275 pp., ill., paper, $19.95. Analyzes Hoosier concrete bridges. Includes a county-by-county inventory of over 1,000 bridges.

– Judith Dupré. **Bridges.** Black Dog & Leventhal (New York; 212-647-9336), 1997. $22.98. World's greatest and most noteworthy spans presented in a visual timeline and in a unique format of 18 inches wide and 7 1/2 inches high – the book "cantilevers" out to a full 36" across allowing for full two page spread photos of some of the world's largest bridges. Hundreds of b&w photographs illustrate bridges from the Roman Pont du Gard (18 B.C.) to the Akashi Kaikyo Bridge scheduled to open in 1998 in Japan. Architect Frank O. Gehry provides a lively introductory interview. Sections explore bridge types and construction methods, bridge disasters, garden bridges, covered bridges, military bridges, and even bridges featured in movies.

– Eda Kranakis. **Constructing a Bridge: An Exploration of Engineering Culture, Design, and Research in Nineteenth-Century France and America.** MIT Pr., 1997. 400 pp., illus. $45. The work of two suspension bridge designers: James Finley, an American inventor, who designed a bridge that could be easily reproduced and constructed by carpenters and blacksmiths to fit the needs of rural frontier communities; French engineer Claude-Louis-Marie-Henri Navier, who designed an elegant, costly, and technically sophisticated bridge for an elite district of Paris. Also looks more broadly at the technological communities and institutions of 19th-c. France and America and how conditions fostered different systems of technical education and traditions of engineering research.

– Woodward D. Openo. **The Sarah Mildred Long Bridge.** Portsmouth Marine Society (Box 147, Portsmouth, NH 03802). 160 pp., ill., $30 cloth. The story of the Maine-New Hampshire Interstate Bridge, built in 1939 across the Piscataqua River between Portsmouth, NH, and Kittery, ME. Includes a brief history of the 1821 bridge that the new bridge replaced and extensive construction details with description of the drawbridge operation.

– **Proceedings of the Fifth Historic Bridges Conference.** ASCE, Cincinnati Section, 1997. 90 pp., $20 ppd. Avail: Steve Anslinger, KZF, 665 Eden Park Dr., Cincinnati, OH 45239; (513) 621-6211. Nine papers delivered as part of the Oct. 23-24, 1997, conference at the Cincinnati Museum Center. Organized with the help of the Ohio Historical Society, the conference was the fifth in a series that have brought together the distinctive viewpoints of engineers and historic preservationists. This conference included sessions on the Wheeling Suspension Bridge; the construction of the Covington and Cincinnati Suspension Bridge and its rebuilding in 1895; 19th-c., cable-stayed suspension bridges in Texas; methodologies and case studies of covered bridge rehabilitations in Ohio, Indiana, and New England; and innovative use of fiber-reinforced plastics to strengthen historic covered bridges in Switzerland.

– Walter A. Ryan. **A Beautiful as Well as Substantial Structure.** The 1933 open-spandrel, reinforced-concrete arch bridge over the Sugar River at Kellyville in Newport, NH, replaced in 1997. Carol Gould, **Village Hill Road Bridge in Columbia and Lebanon, CT.** Design solution for a narrow stone arch bridge constructed in 1909. *SIA New England Chapters Newsletter* v. 17,2 (1997), pp. 4-5, 9.

– Bala Sivakumar and Joseph J. Pullaro. **New Uses for Old Bridges.** *Civil Engineering* 67 (Oct. 1997), pp. 58-61. How the Intermodal Surface Transportation Efficiency Act (ISTEA) has encouraged communities to recycle historic bridges for modern uses and details of several restoration projects on which the authors' firm, A. G. Lichtenstein & Assoc., worked, incl. the James J. Hill Stone Arch Bridge, Minneapolis, MN; the Walnut Street Bridge, Chattanooga, TN.; and Keller Memorial Bridge, Decatur, AL.

MINING

– J. Morton Briggs. **Pollution in Poullaouen.** *T&C* 38,3 (July 1997), pp. 635-654. Lead and silver mines in Brittany, France,

provide an early view of litigation over water pollution, 1773-76.

– Paul T. Craddock. **Early Metal Mining and Production.** Smithsonian Inst. Pr., 1995. 363 pp., ill., tables. $59. Metallurgical production around the world. Rev: *IA* 22,2 (1996), p. 59.

– Alan K. Craig and Robert C. West. **In Quest of Mineral Wealth: Aboriginal and Colonial Mining and Metallurgy in Spanish America**. Geoscience Pub. (Baton Rouge, LA), 1994. 354 pp., ill. Preindustrial mining and metallurgy in Central and South America. Rev: *IA* 22,2 (1996), p. 60.

– Richard A. Fields. **Range of Opportunity: A Historic Study of the Copper Range Company**. 1997. $26.95. Avail: Quincy Mine Hoist Assoc., 201 Royce Road, Hancock, MI 49930. The growth, success, and eventual decline of an Upper Peninsula copper mining company.

– David Neufeld and Frank Norris. **Chilkoot Trail: Heritage Route to the Klondike**. Lost Moose (Whitehorse, Yukon), 1996. 182 pp., maps, photos, $19.95. History of the famed route to the Klondike gold fields. Rev: *PH* (Spring 1997), p. 114.

– Edmund Newell. **Atmospheric Pollution and the British Copper Industry, 1690-1920**. T&C 38,3 (July 1997), pp. 655-689. Copper smelting and mining in the Swansea district.

– Malcolm J. Rohrbough. **Days of Gold: The California Gold Rush and the American Nation**. Univ. of Calif. Pr. (Berkeley), 1997. 448 pp., illus., $29.95. Who the 49ers were, how the fever of gold rush swept through communities, and the impact on those who were left behind.

Logging and Lumbering

– George A. Fizer. **Logging Maryland's White Pine.** *Timber Times* 16 (May 1997), pp. 8-11. Western Maryland logging told through notes from an interview with Tott Kimmell, who worked for the Meadow Mountain Logging Co. near Friendsville in the early 20th c.

– Robert Kimber. **The Oldest Cutting Edge**. *I&T* (Winter 1998), pp. 20-25. Artistry and diversity of axes from North America's past.

– C. R. Silversides. **Broadaxe to Flying Shear: The Mechanization of Forest Harvesting East of the Rockies**. Transformation Series No. 6, National Museum of Science and Technology (Box 9724, Station T, Ottawa, ON K1G 5A3), 1997. $20 ppd.

Agriculture and Food Processing

– Hugh Davidson and Susan Snow. **"The Material Culture of Iowa's Creamery Industry, 1872-1903."** *P.A.S.T.* 16 (1993), pp. 25-35, maps.

– Mark Ferguson. **"Hard Racket for a Living" – Making Light-Salted Fish on the East Coast of Newfoundland.** *MHR* 45 (Spring 1997), pp. 24-37. Drying fish, the final phase in the processing of cod in the salt fisheries.

– Mary G. Harper. **Sharpe Trout Hatchery**. *SIA New England Chapters Newsletter* v. 17,2 (1997), p. 8. The Vernon, CT, hatchery established in 1871.

– Herman Ronnenberg. **Beer and Brewing in the Inland Northwest: 1850 to 1950**. Univ. of Idaho Pr. (16 Brink Hall, Moscow ID 83843; 1-208-885-6245), 1993. 197 pp., photos, bibliog. index. $26.95.

– Michael G. Wade. **Sugar Dynasty: M. A. Patout and Son, Ltd., 1791-1993**. Univ. of Southwestern Louisiana, Center for Louisiana Studies (Lafayette), 1995. 408 pp., photos, $29.95. Enterprise Plantation and the Patout family sugar-milling business. Rev: *PH* (Spring 1997), p. 123.

Misc. Industries

– Ken Alder. **Innovation and Amnesia: Engineering Rationality and the Fate of Interchangeable Parts Manufacturing in France**. *T&C* (April 1997), pp. 273-311. Interchangeable parts manufacturing was pioneered in 18th-c. French armories and then repudiated there in the early 19th c.

– Angela E. Davis. **Art and Work: A Social History of Labour in the Canadian Graphic Arts Industry in the 1940s**. McGill-Queen's Univ. Pr. (Montreal), 1995. 187 pp., ill., cloth $39.95. Emergence of the popular illustrated press, the mechanization of printing, and the industrialization of wood engraving; invention of photoengraving, the establishment of a viable graphic arts industry in Toronto, and a case study of the Toronto Engraving Co. Rev: *MHR* (Spring 1997), p. 63.

– Historical Perspectives, Inc. **Scovill Brass: Buttons, Cameras, and Cartridge Cases**. Naugatuck Valley Development Corp. and Connecticut Dept. of Economic and Community Development (Waterbury), 1997. 50 pp., ill. Avail: Connecticut Historical Commission (860) 566-3005. Chronicles the technology, labor history, and social context of Scovill Brass Works in Waterbury. Prepared as a component of mitigation for the proposed demolition of the brass works.

– Dorothy Hosler. **The Sounds of Color and Power: The Sacred Metallurgical Technology of Ancient West Mexico**. MIT Pr., 1994. 310 pp., ill., biblio. $50. Archeological treatise on the use and manufacture of copper-based materials 600-700 A.D. Rev: *T&C* (April 1997), p. 503.

– Richard K. Lieberman. **Steinway and Sons**. Yale Univ. Pr., 1995. 374 pp., ill., $35. History of the piano-builder, 1850-1972. Rev: *T&C* (April 1997), p. 523.

– Matthew W. Roth. **Platt Brothers and Company: Small Business in American Manufacturing.** Univ. Pr. of New England (Hanover, NH), 1994. 256 pp., ill. Nonferrous metalworking company in the Naugatuck Valley of Connecticut. Platt Brothers was known primarily for zinc buttons. Rev: *IA* 22,2 (1996), p. 76.

– Robert Stewart, et. al. **From Light Switches to Torpedo Controls: The Story of the Bryant Electric Company, Bridgeport, CT**. Historical Perspectives, Inc., City of Bridgeport Office of Planning & Economic Development, and Conn. Dept. of Economic & Community Development, 1996. 62 pp., illus. Bryant Electric produced switches, terminal blocks, wire connectors, and fuse boxes beginning in the late 1880s, and as a subsidiary of Westinghouse grew into the world's largest plant devoted to the manufacture of wiring devices. Includes materials from HAER documentation prior to demolition of the factory complex.

– Michael T. Struble. **"They Coaled the Hills: Technology and Change in the Charcoal Industry of Jackson County, Ohio."** *P.A.S.T.* 16 (1993), pp. 37-44.

Textiles

– Richard Biernacki. **The Fabrication of Labor: Germany and Britain, 1640-1914**. Univ. of Calif. Pr., 1995. 590 pp., illus.

Detailed comparative investigations of the woolen textiles industry in Germany and Britain. Demonstrates distinctive national conceptions of labor as a commodity.

– Joan Whittaker Cummer. **A Book of Spinning Wheels**. Peter E. Randall Pub. (Box 4726, Portsmouth, NH 03802), c. 1996. 395 pp., photos, $14.95 paper. Carefully researched book on 127 wheels and accessory tools in the collection of the Museum of American Textile History, Lowell, MA.

RAILROADS

– Patrick Allitt. **How the Railroads Defeated Winter.** *I&T* (Winter 1998), pp. 55-67. Railroad snow-fighting equipment and how railroads changed the ways Americans cope with winter weather.

– Association of Railway Museums. **Recommended Practices for Railway Museums.** ARM (Box 370, Tujanga, CA 91043), 1997. 23 pp. Self-help guide for institutional growth and development. Covers railway museum governance, educational programs, fund raising, collections management, accessibility, and corporate relations.

– Michael Broggie. **Walt Disney's Railroad Story: The Small-Scale Fascination That Led to a Full-Scale Kingdom.** Pentrex (Pasadena, CA; 1-800-950-9333), 1997. 400 pp., ill., $59.95. Disney's enthusiasm for railroading, including his own private small-scale steam railroad, influenced the development of the Disney theme parks.

– Thomas Garvey. **The Last Steam Railroad in America: From Tidewater to Whitetop.** H. N. Abrams (New York), 1995. 144 pp., photos. Showcases the work of O. Winston Link, who documented the final days of the Norfolk & Western in 2,400 large-format photographs.

– Vernon G. Glover. **Narrow Tracks and "Slow Time."** John P. Hankey. **Railroading Reborn.** Steve Patterson. **Trainmastering the Narrow Gauge.** *VR* (Jan./Feb. 1998), pp. 40-61. Series of articles covers the history and current operation of the Denver & Rio Grande Western and Cumbres & Toltec Scenic Railroad, one of the nation's best preserved narrow gauge railways.

– Randy Hess. **A Short History of the Alameda Moles.** *Samuel Knight Chapter SIA Newsletter* No. 3 (Oct. 1997), pp. 8-11. Railroad ferry terminals (moles) at Alameda on San Francisco Bay, 1864-1939.

– Stephen Kelley. **"Collapse at Shimer Run."** *Timeline* 11 (Jan./Feb. 1994), p. 48-54. The 1902 collapse of Norfolk & Western trestle and train wreck in Adams County, OH. Dramatic archival photos.

– F. Daniel Larkin. **John B. Jervis: An American Engineering Pioneer.** Univ. of Iowa Pr. (Ames), 1990. 212 pp., illus. $27.95. Biography of the civil engineer who produced monumental advances in the building of railroads and waterways.

– William D. Middleton. ***Penn Station Lives!*** *I&T* (Fall 1997), pp. 46-55 The station was demolished in 1963 but it was only a small part of a vast infrastructure of track, tunnels, and bridges that still serve NYC.

– Michael Parfit. **"Canada's Highway of Steel."** *National Geographic* 186 (Dec. 1994), pp. 36-65. Life of Canadian Pacific crews: engine problems, changes in technology, long periods away from home, train wrecks.

– Theodore Shrady and Arthur M. Waldrop. **What on Earth is a Perishable Diversion Clerk?** *VR* (Jan./Feb. 1998), pp. 76-83. Equipment and process by which the Seaboard Air Line dealt with the shipment of perishable produce in the 1950s.

– John P. Signor. **Southern Pacific Lines: Pacific Lines Stations.** Southern Pacific Historical & Tech. Society (Box 93697, Pasadena, CA 91109), 1997. 84 pp., illus., $26.96 ppd. Photographic journal of over 200 SP stations on the West Coast, shown as they stood in the mid-1950s or earlier. Rev: *VR* (Jan./Feb. 1998), p. 112.

– Richard S. Simons and Francis Parker. **Railroads of Indiana.** Indiana Univ. Pr. (Bloomington; 1-800-842-6796), 1997. 312 pp., illus., maps, $49.95. Comprehensive history from 1830 to the present. Organized chronologically with a brief synopsis of each railroad system along with case histories of railroad towns, notable bridges and tunnels.

WATER TRANSPORTATION

– Frederick Allen. **By Steam Across Lake Michigan.** *I&T* (Winter 1998), pp. 6-7. The *SS Badger*.

– Robert Archibald. **Six Ships That Shook the World.** *I&T* (Fall 1997), pp. 24-36. Advanced ship design and building techniques for America's tiny navy in the 1790s, including the *Constitution*.

– Ron Powers. **Damn the Bivalves! Slow Speed Ahead. Patiently Mapping Lake Champlain Shipwrecks Before Mussels Get to Them.** *Preservation* (Oct. 1997), pp. 16-18. A team from the Lake Champlain Maritime Museum inventories wrecks.

– David Plowden. **"The End of an Era: Great Lakes Steamers."** *Timeline* 11 (Jan./Feb. 1994), pp. 2-21. Loving portrait of the last coal-fired bulk cargo steamboats working the Great Lakes. Includes full-page black and white photos of the boats and their triple-expansion steam engines.

– **Ten Lights: The Lighthouses of the Keweenaw Peninsula.** Keweenaw County Hist'l Soc. (Star Route 1, Eagle Harbor MI 49950; 906-482-6560). 12 pp., illus., $2 ppd. Capsule histories of 10 Michigan lighthouses.

– Peter J. Van der Linden, ed. **Great Lakes Ships We Remember III.** Marine Hist'l Soc.(Detroit), 1994. 421 pp., illus., index. $35. (Avail.: Freshwater Pr., 1700 E. 13th St. Suite 3-R, Cleveland OH 44114; 216-241-0373.) Histories of 160 vessels, from 19th c. schooners to modern freighters, including passenger ships and gov't boats that have sailed the Lakes.

– Garnet Wilcox and Skip Gillham. **The Ships of Upper Lakes Shipping.** (Riverbank Traders, 57 Main St., St. Catherine's, Ontario L2N 4T8; 416-934-3634.) 1994. 136 pp., illus., index. Can. $19.95. Capsule histories of every vessel that has sailed for Upper Lakes Shipping Ltd., its predecessors, and ancillaries. Most of the one-page entries include b&w photo. Also includes brief history of the company and describes its relationship with Maple Leaf Mills.

OTHER TRANSPORTATION

– Cathy Ambler. **"Mastering Mud on Main Street: Paving Technology in the Late Nineteenth Century."** *P.A.S.T.* 17 (1994), pp. 39-48, diagrams. Focuses on 1870s attempts to pave Lawrence, KS, streets, with an overview of paving technologies available, shortcomings, and why social culture encouraged use of questionable technology.

– **The Lincoln Highway: The Crusade that Made Transportation History.** Pleiades Pr. (PO Box 255185, Sacramento CA

SITES & STRUCTURES

Coal Crusher Excavated. A team of archeologists from Youngstown State University under the direction of John White have completed excavation of the remains of a coal crusher at the Cherry Valley Coal & Coke Company site near Levonia, OH. The dig is part of the ongoing work to interpret and analyze the history of the site, established in 1866. Earlier work had concentrated on the exposure of the weighbridge (*SIAN 25,1*) and beehive coke ovens (*SIAN 25,4*). The coal crusher was a three-story wooden structure, but today all that remains is the stone foundation. Built into a slope, the crusher building measured about 9 x 11 meters and consisted of two chambers, connected by a wide doorway. The upslope chamber has a dirt floor, and it was here that the crusher was housed. The downslope chamber, which has evidence of a small forge or fireplace, apparently was added at a later date. Maximum coking efficiency is achieved when the coal fragments to be coked are of the same general size. Mixed sizes fuse unevenly during the coking process; the smaller pieces fusing quickly, the larger chunks requiring much longer. The coal crusher was designed to break the coal down into uniform pieces, about the size of walnuts, before the coal was placed in the ovens. Info: John White, YSU, Dept. of Sociology and Anthropology, Youngstown, OH 44555-3442; (330) 742-3442.

Duluth Derrick Barge Scrapped. The derrick barge *Coleman*, a National Register-eligible vessel in Duluth, MN, will be scrapped by the U.S. Army Corps of Engineers. It was built for the Corps by Marine Iron & Shipbuilding Co. at Duluth in 1923 and served western Lake Superior ports through 1995. The vessel was the only known steam-powered derrick barge in the U.S. For a while last year, it seemed the *Coleman* would gain a new life as part of Duluth's waterfront park, but plans to convert the barge to a floating performing arts stage fell through and further attempts to market the vessel were not successful. As mitigation for the barge's demolition, the Corps will curate records at the Lake Superior Maritime Visitors Center, create an exhibit at the center, and issue a report on the *Coleman's* history.

John White photo

Remains of the Cherry Valley coal crusher, near Levonia, OH.

Jamieson's Cracker Bakery, which operated in Alexandria, VA, from the 1820s to 1888, recently was the subject of an archeological dig in the city's Old Town section. Among the artifacts found are the stone walls of the bakery, a round brick structure (possibly an ice well), and a bakery oven. Jamieson's crackers were renowned for their delicious taste and even imported by Queen Victoria for the Royal Table. During the Civil War, the factory site was used for a Union Army hospital warehouse, stable, and administrative buildings. The project is a partnership between a developer and the city under a local ordinance requiring commercial developers to formulate a management plan to preserve artifacts and information at historically significant sites. An exhibition and public programs focusing on the bakery site and its artifacts are being planned. Info: Office of Historic Alexandria (703) 838-3814.

(continued on page 15)

95865). Photos, index., $22.95. According to the *Society for Commercial Archeology Newsletter*, this reprint of the 1935 original is THE story of the Lincoln Highway.

– Andrew Nahum. **Two-stroke or Turbine? The Aeronautical Research Committee and British Aero Engine Development in World War II.** *T&C* (April 1997), pp. 312-354. British engine development between the world wars, and the shortcomings of the ARC's engine program.

WATER RECLAMATION & CONTROL

– John M. Barry. **Rising Tide: The Great Mississippi Flood of 1927 and How It Changed America.** Simon & Schuster (New York), 1997. 524 pp., illus., maps, index, bibliog. $27.50. Beginning with the epic post-Civil War battle between James B. Eads, St. Louis engineer, and Andrew A. Humphreys, head of the U.S. Army Corps of Engineers, the human efforts to control the river eventually were dwarfed by the flood of 1927. The flood is credited with driving African-Americans from the South and destroying the power of the old aristocracy in Louisiana and Mississippi. Rev.: *St. Paul* [MN] *Pioneer Press*, Apr. 20 1997.

– John O. Baxter. **Dividing New Mexico's Waters, 1700-1912.** Univ. of New Mexico Pr. (Albuquerque; 1-800-249-7737), 1997. 144 pp., photos, $24.95. The struggle among competing cultural groups for scarce water resources from the Spanish colonial era to statehood.

– Jeffrey K. Stine. **Mixing the Waters: Environment, Politics, and the Building of the Tennessee-Tombigbee Waterway.** Univ. of Akron Pr. (Bierce Library 374B, Akron OH 44325-1703; 216-972-5342), 1993. 353 pp., illus., index, bibliog. $39.95. The "Tenn-Tom" is the largest and most costly project ever undertaken by the U.S. Army Corps of Engineers. Authorized in the 1940s and constructed 1972-85, it was championed by local boosters and their supporters in Congress but opposed by scientists, politicians, and civic leaders disturbed by its environmental consequences and questionable economic effects. This history uses the Tenn-Tom to explore the evolving relationship between technology and the environment.

ABBREVIATIONS:

BHR	= Business History Review
IA	= IA: The Journal of the Society for Industrial Archeology
I&T	= American Heritage: Invention and Technology
MHR	= Material History Reveiw
P.A.S.T.	= P.A.S.T.: Pioneer America Society Transactions
PH	= Public Historian
T&C	= Technology & Culture
VR	= Vintage Rails

CHAPTER NEWS

Three Rivers (Greater Pittsburgh) held its first annual Fall Symposium on the campus of Youngstown (OH) State University, Sept. 25-27. The YSU Center for Historic Preservation and the West Virginia University Institute for the History of Technology and Industrial Archeology were symposium cosponsors. A Thursday evening reception featured the Youngstown Historical Center's exhibits on the area's industrial and labor heritage. On Friday, speakers addressed such topics as YSU's Niles Firebrick Project, the Lehigh Navigation System, the evolution of the byproduct coke oven, and Youngstown's iron and steel heritage. Late Friday afternoon, the group toured the remains of Youngstown's steel industry. Wrapping up the conference on Saturday was a tour of charcoal iron furnaces in Venango County, PA. Special credit goes to YSU's Jeff Drobney and Tom Hanchett for organizing the conference, to John White for the iron furnace tour, and Richard Rowlands and James Algren for the Youngstown tour. The chapter plans to hold next year's event at a campus in the Pittsburgh area.

Samuel Knight (California) co-sponsored an industrial and labor history boat tour of the San Francisco waterfront in September. The tour attracted over 250 participants, who viewed bridges, the tugboat fleet, ship yards, and many waterfront sites associated with the 1934 Longshoremen's Strike. The chapter has undertaken a project to identify and preserve the underwater site of the Alameda Point Ferry Terminal in San Francisco Bay. The South Pacific Coast RR operated the terminal from 1884 until 1902 when it was destroyed by fire. In October, the chapter toured the Iron Man Museum of the Joshua Hendy Iron Works at the Lockheed Martin (formerly Westinghouse) Marine Division in Sunnyvale. Hendy, founded in San Francisco in 1856 and relocated to Sunnyvale following the 1906 earthquake, produced mining equipment and a wide variety of heavy machinery and ornamental castings. Westinghouse purchased the works in 1947.

Lee Maddex photo.

Participants in the Three River Chapter's first annual Fall Symposium toured the remains of an early 1940s electric arc furnace near Youngstown.

Oliver Evans (Philadelphia) held its annual meeting and barbecue at the Fairmount Water Works in June. The water works sponsored a presentation and tour by archeologist Joel Fry, who has made a series of finds at the site that are influencing the interpretive center's exhibit programs. In October, Jane Mork Gibson presented a talk on the copper and iron industries of Lake Superior, featured at the 1997 annual conference. In November, the chapter had a behind-the-scenes tour of Philadelphia's 30th Street Station's automated postal system, and in December, Lance Metz offered his annual Wright Stuff Film Fest XII of historic film footage of industrial processes and sites. On January 30, as part of its 1998 annual meeting, Robert Kanigel will deliver a keynote address on his latest book, *The One Best Way*, a biography of Frederick Winslow Taylor.

Roebling (NYC) sponsored its annual corn roast in August. Gerry Weinstein once again hosted the event at his country place in Croton-on-Hudson, NY, and displayed his collection of steam engines. This fall the chapter organized two tours, including one to the Juniata Valley (PA) featuring iron and steel, and another to the New Jersey coast. Chapter members have been working to preserve machinery from one of the float bridges at Greenville in Jersey City, NJ. The chapter presented the **17th Annual Symposium on IA in the New York-New Jersey Area** on November 1 at Drew University, Madison, NJ. Presentations included the rehabilitation of Metro North's Park Avenue Viaduct and restoration of 125th Street Station in NYC, New York's leading 19th-century shipbuilders, Ives Toys Co., landfills and shorelines of the Port of NY, and fireboats of the NYC Fire Department.

Northern New England held its fall meeting in Barre, VT, in September. Members explored the history of the granite industry, beginning with a stop at the Aldrich Public Library to view archival materials such as maps and photos. This was followed by a tour of a renovated granite shed and a sculpture studio. At the Rock of Ages Quarry, the group enjoyed a presentation on quarrying, then moved on to Hope Cemetery, where a sculptor led a tour of his favorite monuments. On February 7, the Southern and Northern New England chapters will co-sponsor the **11th Annual Conference on New England Industrial Archeology** at Plymouth State College, Plymouth, NH (see calendar).

Southern New England visited the Riverdale Mills Corp. in Northbridge, MA, in November. Owner James Knott, Sr., led the tour of this wire-mesh manufacturing operation, housed in the former Northbridge Cloth Mfg. mill complex. Riverdale Mills began as a small manufacturer of wire mesh for lobster traps. Its product line has since grown to include wire mesh for a variety of applications. Chapter members viewed high-tech, high-capacity, custom-built wire drawing and welding equipment, as well as hot-dip galvanizing and plastic-coating lines. The Riverdale Mills received a 1989 Massachusetts Historical Commission Preservation Award for the restoration of the mill complex. Riverdale generates its own electricity with a restored 1910 Holyoke water turbine. A highlight of the tour was a descent into the temporarily drained turbine headrace under the mill. ■

NOTES & QUERIES

For a project to document and interpret the ***Palatka (FL) Water Works (1886)***, information is sought about other late-19th-century pumping stations, especially those built by Wheeler & Parks of Boston. The Palatka Water Works pumped from springs using two Worthington steam pumps, supplied by a wood-fired boiler. The boiler eventually was converted to burn coal and at some point electric pumps were installed. The original equipment and pumps now are gone. Palatka City hopes to restore the pumphouse for use as a nature center and museum featuring information on the original operation of the historic waterworks. Contact Lucy Wayne, SouthArc, Inc., 3700 NW 91st St., Suite D300, Gainesville, FL 32606; (352) 372-2633; e-mail: *southarc@gnv.fdt.net*.

Cooperative Industrial Housing Query. For a IA dissertation on the shoe workers of Long Buckby, Northamptonshire, England, information is sought on any non-religious cooperatives in America that built workers' housing and encouraged workers to work at home. From about 1800 to 1920, Long Buckby workers organized cooperatives that made contributions to the construction of houses and at-home workshops to allow shoe workers to work at home. Contact Mick Payne, 17 Holmfield Terrace, Long Buckby, Northants NN6 7QN, England.

National Engineers Week (Feb. 22-28) is sponsored each year by professional engineering societies to increase public awareness and appreciation of the engineering profession. Engineers visit classrooms and talk with students about what engineers do and show practical applications of math, science, and engineering. A packet of materials, that includes information on engineers in history, is available from National Engineers Week, Box 1020, Sewickey, PA 15143; *www.eweek.org*.

In October, the Connecticut Office of State Archeology sponsored ***Connecticut Archeology Awareness Week*** (Oct. 11-19) with an extensive program of exhibitions, public education programs, and tours. Many of the events turned on the theme of Connecticut's industrial heritage, including tours and presentations on iron and charcoal, hydroelectric power, textiles, mill villages, trolleys, railroads, and bridges.

History of Chemistry Research Grants. The Chemical Heritage Foundation offers small travel grants to enable interested individuals to make use of the research resources of the Beckman Center for the History of Chemistry and the Othmer Library of Chemical History in Philadelphia. The Chemical Heritage Foundation was established in 1982 by joint action of the American Chemical Society and the American Institute of Chemical Engineers to advance the heritage of the chemical sciences and industry. The Beckman Center supports education programs and scholarly publications. The Othmer Library houses a rapidly growing collection of primary published sources on chemistry in the last century, a wide array of reference books and other secondary literature, the archives of professional organizations, and the personal papers of outstanding chemists and industrialists. Grants, which may be used for travel, subsistence, and copying costs, normally will not exceed $500. Applications should include a vita, a one-paragraph statement on the research proposed, a budget, and the names, addresses and telephone numbers of two references. Grants are awarded on a quarterly schedule. Info: Leo Slater, Program Manager of Historical Services, Chemical Heritage Foundation, 315 Chestnut St., Philadelphia, PA 19106.

The Colors of Invention was a four-day festival hosted by the Lemelson Center for the Study of Invention and Innovation, National Museum of American History, Smithsonian Institution, Washington, November 11-16. The festival examined the interaction of technology, perception, and culture by considering how and why we create and use colors. Speakers traced the history of dyes, from traditional natural dyes to the development of synthetic dyes, and the rise of the organic-chemical industry in the early 20th century. The festival marked the opening of two new exhibits in the NMAH's Lemelson Center Showcases: *Color Sells* explores how industrial designers use color to enhance a product's marketability; *Blue Guitars* teaches visitors what happens when luthiers (makers of stringed instruments) change the color of an instrument.

In other news from the Smithsonian, the Lemelson Center and the NMAH Archives Center have announced an initiative called ***Modern INventors Documentation (MIND)*** to preserve the history of invention by promoting the preservation of records and artifacts. A database of inventors' documents housed in archives, libraries, historical societies, and museums throughout the U.S. currently lists more than 800 collections. A kit complements the database, providing information for inventors who wish to donate their records. The database is accessible to researchers at NMAH, with plans for wider dissemination in 1998. Info: Smithsonian Insti-

(continued on page 14)

SouthArc, Inc. photo

The Palatka (FL) Water Works (1886).

NOTES & QUERIES

(continued from page 13)

tution, NMAH, Lemelson Center, Lemelson Center News, MRC 604, Washington, DC 20560; (202) 357-1593; *www.si.edu/ lemelson.*

The 100th anniversary of the ***Lattimer Massacre*** of immigrant coal mine workers in Luzerne County, PA, was commemorated at a special celebration on Sept. 12-13 with the dedication of a historical marker, the reenactment of the march taken by protesters in 1897, an evening banquet hosted by the Pennsylvania Labor History Society, and a conference held at Eckley Miners' Village. On Sept. 10, 1897, mine workers marched peacefully and unarmed to protest company policies that denied them the right to organize and to demand higher wages. As they marched, they encountered an armed force of county sheriff's deputies. In response to their refusal to disband, the deputies fired into the crowd, killing 19 and wounding 36. The massacre proved an important event in the region's labor history and led to the recognition of the United Mine Workers of America.

HABS/HAER Database is now available on-line via the World Wide Web at *www.cr.nps.gov/habshaer/database.htm.* The Historic American Buildings Survey (HABS) of the National Park Service was created in 1933 to document historic architecture of national and regional significance. The Historic American Engineer Record (HAER) was established in 1969 to document nationally and regionally significant engineering and industrial sites. The database, established in 1982, originally was intended as an administrative tool. Today, the goal is to increase the accessibility of the data relating to the collections. The program has a help feature to assist searchers with its use. The records are searchable by either name or location (state, county, or city). The initial level of data includes HABS/HAER ID number, state, county, city, NPS park code, address, HABS or HAER survey number, and Library of Congress shelflist code. The second level of data includes the number of drawings, number of photographs, number of written historical data pages, etc., which are now only available to researchers at the Library of Congress. A project is in the planning stages to make the entire collection of 52,000 measured drawings, 183,000 photographs, and 115,000 pages of written history available via the World Wide Web. A preview can be accessed via the Library of Congress "Built in America" Web Site at *lcweb2.loc.gov/ammem/hhhtml/habshome.html.*

HABS/HAER Summer Employment. HABS/HAER seeks applications for positions as architects, landscape architects, historians, engineers, illustrators, industrial designers and industrial archeologists documenting historic sites and structures of architectural and technological significance. Duties involve on-site field work and preparation of historical reports and measured and interpretive drawings for the HABS/HAER Collection at the Library of Congress. Projects last twelve weeks, beginning in May or June. Salaries start at approximately $4500, depending on levels of education and experience, and project locality. HABS/HAER has recently recorded a variety of historic industrial sites including coal company towns in western Pennsylvania; textile mills and worker housing in the south; roads and bridges in national parks; cast and wrought iron bridges in Pennsylvania, Ohio, Iowa and Texas; a foundry, a nitrate plant and a cotton gin factory in Alabama; oil pumping stations in Pennsylvania; a quicksilver mine in New Mexico; cotton gins and presses in Louisiana; a steam-powered, old growth timber saw mill in Oregon; a wire-rope making plant in New Jersey; a steam-powered, narrow gauge railroad in Pennsylvania; and wind tunnels and missile test facilities in Virginia, Ohio and Alabama. New applicants must submit a resume, U.S. Government Standard Form OF-612, Supplemental Qualifications Statement (OPM Form 1170) or college transcript; letter of recommendation from a faculty member or employer; appropriate work samples (portfolios, articles, class papers, etc.); and Background Survey. Applicants who have worked for HABS/HAER since summer 1993 need submit only complete, current forms OF-612, OPM-1170, current resume, and SF-50 (Notification of Personnel Action). Forms are available at federal office buildings, many employment agencies, campus job placement centers, and from HABS/HAER. Positions are open only to U.S. citizens. Applications must be postmarked by March 7, 1998. Application submittal: Summer Program Administrator, National Park Service, HABS/HAER Division, 1849 "C" St., NW, Room NC300, Washington, DC 20240; (202) 343-9626/9618. Successful candidates will be notified by telephone between late April and early May. For more info and to download forms, access the HABS/HAER web site: *cr.nps.gov/habshaer/jobcomp.htm*

US/ICOMOS 1998 International Summer Intern Program in Historic Preservation. The United States Committee of the International Council on Monuments and Sites is seeking graduate students or young professionals for paid internships in Australia, Croatia, Chile, France, Ghana, Great Britain, India, Lithuania, Poland, Russia, Slovak Republic, Spain, Transylvania, and Turkey. Participants work for nonprofit historic preservation organizations and agencies, under the direction of professionals, for three months. Internships have required training in architecture, architectural history, landscape architecture, materials conservation, history, archeology, interpretation, museum studies, and cultural tourism. In some countries with convertible currency, interns will be paid a stipend equivalent to $4,000 for the 12-week working internship. In other cases, the stipend is based on local wages. Exchanges offer partial or full travel grants. Applicants must be U.S. citizens with a bachelor's degree (master's degree or near-completion master's preferred) and 22 to 35 years old. Applicants should be able to demonstrate their qualifications in preservation through a combination of academic and work experience; the program is intended for those with a career commitment to the field. Speaking ability in the national language is desirable. Applications are due March 9, 1998. Info and application forms: Ellen Delage, Program Director, US/ICOMOS, 401 F St., NW, Room 331, Washington, DC 20001-2728; (202) 842-1862, fax 842-1861. Application and further info may also be found at *www.icomos.org/usicomos.*

Volunteers Sought for Croton Aqueduct Project. The Old Croton Trailway State Park, Dobbs Ferry, NY, seeks engineers or archeologists interested in volunteering to assist the park in compiling information on the engineering aspects of the aqueduct. The aim is to compile a record of information and sources that could be made available to the public at park headquarters, which would be integrated into a lecture series, and which could, eventually, be developed into a module that could be offered to local schools. Those interested would find a welcome home with a very active and supportive Friends group, whose current project include a master signage plan, a detailed trail map, and rehabilitation of the 1845 Overseer's House as an interpretive center. Contact

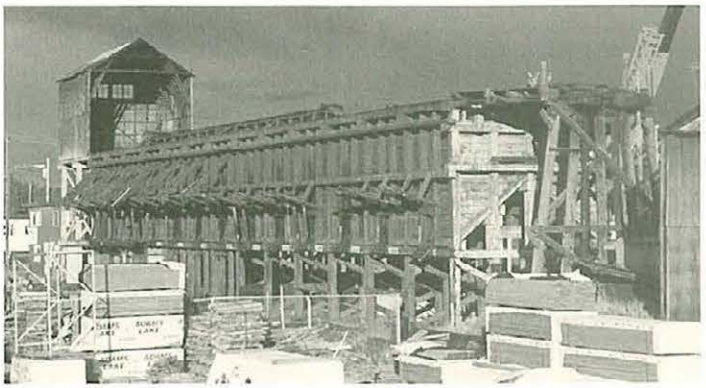
SITES & STRUCTURES

(continued from page 11)

Efforts to save the **Fairbanks (AK) Coal Bunkers** (see *SIAN* 26,1) were not successful in June when the owner, a lumber company, removed the bunkers. Nevertheless, the Friends of the Coal Bunkers, a hastily assembled volunteer group, were able to document the site prior to removal. They also convinced the owner to allow them a few months to dismantle the bunkers for donation to the Fairbanks Historical Preservation Foundation. The bunkers were constructed in 1932 by the Healy River Coal Corporation and were among the last of their type in the United States. Coal was sold last from the bunkers in 1996. The friends group has prepared a pamphlet on the bunkers' history, including photographs and measured drawings. The Alaska RR temporarily has permitted the group to store the timber frame and pieces on an adjacent property in the hopes that the bunkers may be rebuilt elsewhere. Info: Randy Griffin, Box 73653, Fairbanks, AK 99707.

The **South Washington Street Bridge** (1897, NR) over the Susquehanna River, a three-span, pin-connected, lenticular, thru-truss bridge, is the subject of a preservation project in Binghamton, NY. The city is repairing and strengthening the bridge as a crossing for cyclists and pedestrians. The bridge was closed to vehicular traffic 28 years ago and had deteriorated from lack of maintenance. Lenticular trusses, so named because of the parabolic shape of the upper and lower chords, are an uncommon late-19th-century truss design. Most surviving examples were fabricated by the Berlin Iron Bridge Company at its shops in Berlin, CT.

Zoarville Station (OH) Bridge Update. Efforts to save America's last Fink thru-truss bridge, fabricated in 1868 by C. Shaler Smith, are considerably brighter since last reported in the *SIAN* (25,3) Fall 1996. In August 1996, there was concern that the bridge was near collapse and under threat from water backing up from a dam downstream. A team of experts met at Zoarville for a day-long workshop to discuss preservation options. Since that time, the land under the bridge and easements to the bridge have been donated to the Camp Tuscazoar Foundation (CTF). Dave Tschantz, Project Manager for CTF, has assumed the leadership role coordinating volunteers, fund-raising, working with consulting engineers, seeking permits from the U. S. Army Corps of Engineers, and soliciting bids from contractors. Several SIA members, including David Simmons of the Ohio Historical Society and Dario Gasparini of Case Western Reserve University, are lending their assistance. A preservation plan has been developed and this summer the truss is scheduled to be removed and restored while the approach roadways and sandstone abutments are raised further above flood levels. The current plans are for the re-erection of the bridge in late summer 1999 with a dedication that fall. Info: Dave Tschantz, (330) 345-8100, ext. 22; e-mail: *dtwm@bright.net*. The Zoarville Station Bridge website is *www.tuscazoar.org/zsb*. ■



Randy Griffin photo

In June, volunteers worked to dismantle the Fairbanks Coal Bunkers in a last ditch attempt to save the timber frame and parts from demolition. The pieces have been temporarily stored, but presently no location or funding are available for their reconstruction.

Brian Goodman, Historic Site Manager, Old Croton Trailway SP, 15 Walnut St., Dobbs Ferry, NY 10522; (914) 693-5259.

Call for Papers, New Technologies and Art in the Twentieth Century. The Center for the History of Business, Technology, and Society at the Hagley Museum and Library, Wilmington, DE, invites paper proposals for the conference to be held October 30. Papers should provide a historical and contextual perspective on artistic uses of new materials, the appropriation of machines in art, and electronic media. Papers on representations of technology in art are discouraged. Funds may be available to support travel to the conference. Proposals, due March 2, should include an abstract of no more than 500 words and a brief c.v. Info: Roger Horowitz, HML, Box 3630, Wilmington, DE 19807; (302) 658-2400; fax, 655-3188; e-mail: *rh@udel.edu*. ■

IA EXHIBITS

(continued from page 6)

The Museum of Work & Culture, Woonsocket, RI, celebrated its grand opening on October 12 with a schedule of special events. The museum is part of the Blackstone Valley Heritage Corridor. It will offer visitors a chance to walk through the work a day world of a New England manufacturing city over the past century. The section "La Survivance" explores the story of French-Canadian immigration, labor and the fight for cultural survival. Interpretive exhibits include a Quebec farm house, parochial school, union hall, mill owners' club, and textile shop. Info: (401) 762-0440.

Building a Nation, Bonding a Community was an exhibit on the cement industry held at the National Canal Museum, Easton, PA, through early January. The exhibit explored the heritage of the portland cement industry in the Lehigh Valley and featured artifacts, illustrations, and books from the museum's collection. A special highlight was a series of photographs of the cement manufacturing process at the Hercules Cement plant near Stockton, PA, taken by photographer Carol M. Front [SIA]. ■

CONTRIBUTORS TO THIS ISSUE

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Graphic design services kindly are donated by Joe Macasek of MacGraphics, Morristown, NJ.

With thanks

CALENDAR

1998

February 7: 11th Annual Conference on New England Industrial Archeology, Plymouth State College, Plymouth, NH. Sponsored by the Southern and Northern NE Chapters of the SIA. Info: Matthew Kierstaad, Paper Chair, 22 Rosewood St., Apt. 3F, Pawtucket, RI 02860; (401) 728-8784.

March 14: 17th Annual Canal History and Technology Symposium, Lafayette College, Easton, PA. Sponsored by the National Canal Museum. Features papers on topics of transportation and industrial history. Info: NCM, 30 Centre Sq., Easton, PA 18042; (610) 559-6613.

April 11-19: Technology of the Sugar Industry in the Caribbean Leeward Islands. Lectures and tours of historic and operating sugar factories, plantations, windmills, water and steam power, and railways on St. Kitts, Nevis, and Antigua. Info: Anne Hersh, Caribbean Volunteer Expeditions, Box 388, Corning, NY 14830; (607) 962-7846; e-mail: *ahershcve@aol.com*.

April 22-May 6: SIA Study Tour of China. Info: Walter Sheppe, 281 Stonearch Dr., Akron, OH 44307; (330) 762-0623; fax 972-8445, or Academic Travel Abroad; (800) 556-7986.

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*.

August 18-22: 25th Symposium of the International Committee for the History of Technology, Lisbon, Portugal. Info: Dr. Maria Paula Diogo, Seccao Autonoma de Ciencias Sociais Aplicadas/SHFC, Faculdade de Ciencias e Technologia/UNL, Quinta de Torre, 2825, Monte de Caparcia, Portugal. Fax: (3511) 295 4461; e-mail: *sec-csa@mail.fct.unl.pt*.

Sept. 30-Oct. 4: SIA Fall Tour of Connecticut Valley. Early bird tour on Sept. 30 and a "Do-it-yourself" tour on Oct. 4. Info: Bob Stewart, 1230 Copper Hill Rd., West Suffield, CT 06093; (860) 668-2928; fax 668-9988; e-mail: *73071.3441@compuserve.com*.

October 15-18: Society for the History of Technology (SHOT) Annual Meeting, Baltimore, MD. Paper proposals requested. Info: SHOT, Secretary, History Dept., 310 Thach Hall, Auburn Univ., Auburn, AL 36849. Homepage: *http://hfm.umd.umich.edu/tc/SHOT*.

CHINA'S Industrial Heritage

SIA Study Tour, April 22-May 7, 1998

Walter Sheppe photo.

Cloisonné factory, Beijing.

Space is still available for this once-in-a-lifetime opportunity to visit many industrial sites normally not open to Westerners. China is an important emerging industrial nation involved in the construction and operation of some of the most massive, advanced industrial projects known to man. Rapid modernization stands alongside 19th-century industrial processes, many no longer used in the West. The two-week study tour features special, behind-the-scenes site inspections and process tours including the Yangtze River Bridge, the Grand Canal, the Baoshan Steel Factory, the Harbin Steam Locomotive Marshaling Yard and Depot, the Gezhou and Three Gorges Dam, and coal and copper mines. Longtime SIA member Walter Sheppe will accompany the group, along with a professional tour manager. Info: Academic Travel Abroad, 1000 16th St. NW, Suite 350, Washington, DC 20036; 1-800-556-7896. ■

1998 SIA Annual Conference

Travel Scholarship Available.

The SIA has limited funds to help full-time students and professionals with less than three years of full-time experience attend the annual conference in Indianapolis, June 4-7. Those interested should submit a concise letter outlining their demonstrated interest in and commitment to the field of industrial archeology or a related field, and one letter of reference. Deadline for submissions is April 1, 1998. Info.: Mary E. McCahon, SIA Scholarship Comm., c/o A. G. Lichtenstein & Assoc., One Oxford Valley, Suite 818, Langhorne, PA 19047; (215) 752-2206; fax 752-1539. Notice of awards will be made by April 15.

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