

# SOCIETY FOR INDUSTRIAL ARCHEOLOGY

## NEWSLETTER

Volume Three Number 1

January 1974

### SIA JOURNAL

Publication of a journal by SIA was approved by the Board of Directors at its Jan meeting, after more than a year of discussion. The Board believes that the Society now has the resources—in both finances and people—for such a venture. The Editorial Committee requests that papers to be considered for publication be sent to R L Deily, 1103 N Washington Ave, Green Brook, NJ 08812. Illustrations are, of course, welcome. Those of you who have submitted abstracts of papers for presentation at the 3rd Annual Conference in April (as well as those of you who presented papers in 1972 & 73) are particularly urged to prepare your papers for possible journal publication.

### B & O COMMUTER SERVICE REVITALIZATION



*B&O RR Colln, Nail Museum of Hist & Tech.*

The B&O RR jointly with the MD Dept of Transp has underway a study for upgrading its rail commuter service between Baltimore & Washington (the Washington Branch) and Washington & Brunswick (the Metropolitan Br), an important element of which will be station rehabilitation, the RR hopes. Of the dozen or so depots involved, 2 are on the Natl Register: Laurel & Point of Rocks, while Rockville is nearly so. Pt of Rocks, 1875 (photo above), on the Potomac at the jct of the "Old Main Line" (from Baltimore) and the Metropolitan Br, is regarded as the finest of the period in MD. If adequate cooperation can be mustered from the respective county (and other) historical agencies, the rehabilitation is to be not only functional but architecturally/historically sound.



*Daniel Green Factory, Dolgeville*

The Daniel Green slipper factory, Dolgeville, Herkimer Co, NY, is being processed for Natl Register listing. It is worth a trip to Dolgeville to see this modern industry in operation in its beautiful 19thC limestone and frame buildings. Much credit is due the Daniel Green mgmt not only for utilizing an old facility but also for maintaining the structures in immaculate condition. The factory complex is situated along both sides of East Canada Creek from which Green generates its own hydro-electric power (horiz boiler-case turbine), selling excess to the public utility co. An 1887 Pratt truss bridge spans the creek between the two sections of the property and a magnificent Queen Anne mansion with elaborate interiors is used as the home of the co president.

Dolgeville's factories were built 1882-94 for Alfred Dolge, a colorful personality. He immigrated from Germany and envisioned creating an ideal factory society of happy workers in the New World. He established a major felt and fine-lumber works, his principal customer being the piano industry. To achieve his social goals, he created a system of pensions and profit-sharing that anticipated our social security system. Dolgeville's parks, schools, library, concert hall, gymnasium, sewer system and RR were built by Dolge.

In 1894, having overextended himself, Dolge failed. Fortunately, the industry itself survived as the Daniel Green Co which still manufactures slippers in the plant where the first American felt slipper was made. *Doris Manley, NY State Divn for Historic Preservation.*

### A Local History Workshop

The History Dept at North Adams (MA) State College, in cooperation with Freel Library, has established a Local History Workshop. The project, under the direction of Mary M Fuqua and W Anthony Gengarely of the Dept and Charles McIsaac, Dir of Freel, is designed to promote the discovery and preservation of materials on the history of the N Adams area and to introduce students to the field of historic preser-

**Shrinking Violets Dept.** You all are being modest again. More often than not we learn of your own projects, publications, lectures, and vocational endeavors of IA pertinence only by chance, 5th hand. No one knows of your doings better than you. Don't be shy. We're interested. Send it in anonymously, if you must, but send it in.

vation. The Workshop currently is reconstructing the history of the city's Blackinton section, a mill village that grew up around the S Blackinton Woolen Co and that retains most of its 19thC buildings and character. Students research archives, collect records, diaries, photographs, &c, and interview village residents, depositing their results in Freel's Hoosac Valley Collection for Local History.

A Dec exhibition of student projects included photographic displays on the Blackinton Union Church, the RR, and domestic architecture; and an exhibit on the economic status of the mill workers from 1850 to 1920. Future projects will include further research on the textile industry in N Adams, social history, and the physical growth of the city. *MMF*.

## IA & The Chesapeake & Ohio Canal

Two (US) Natl Park Service study teams have been organized to make a comprehensive analysis (the first) of some 500 historic structures along the Canal's 185 miles. The teams will be made up of historians, archeologists, engineers and historical architects. The restoration team will study the 11 aqueducts and other major drainage structures, identifying those in need of immediate stabilization (SIAN 1:3:2, 2:1:3, 2:6:1).

The research team in a 3-year study will prepare long-range plans and specific guidelines for each of the historic structures within the 20,000-acre C&O Canal Natl Park. Future restoration and development will be based on the study's results. Joseph Prentice (an engineer who has been assigned to the Natl Capital Parks staff) and Tom Hahn (SIA) (formerly Site Supervisor of the C&O's restored portion and pres, American Canal Soc) will conduct the IA portion of the project. Their studies to date include the Potowmack Canal, Great Falls, VA (C&O precursor), the restored portion of the C&O (Tide Lock to Lock 23), and selected structures throughout the extent of the canal. They are, perhaps, the

first persons the Federal Govt has employed to be formally identified as Industrial Archeologists. [See also HAER, below]

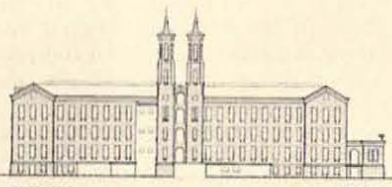
*"Don't it always seem to go—that you don't know what you've got 'til it's gone . . ."* (recent song): **IA and the Fuel Crisis.**

Well, as might have been expected, the alleged fuel crisis is not without its IA aspects, some startling. What probably is regarded by some as retrogression is the order of the day in many areas. Royal Thai Rys, eg, has taken its steam locomotives out of storage and is fueling them with—good Lord!—teakwood. Would that we in NA could do likewise. With coal or oil, that is.

Much other obsolescent machinery that has been in standby, or in some cases, near derelict status, has been deponed, particularly primemovers non-dependent on oil fuel, and even more particularly, in GB where the 3-day week is a grim reality meaning that for the other 4 your juice is cut off. The surviving turn-of-the-century steam engine-generator in a factory that produces its own process steam in coal-fired boilers has become something of an ugly duckling: a thing of beauty once its proper place in the scheme of things has been recognized.

Biomechanical (muscle) power has once again taken its place among the legitimate sources of energy: a firm in Birmingham, Engl has converted its production machinery to manual operation, while a Norfolk, Engl automobile upholstery firm has reinstated cottage industry by moving its sewing machines to the workers' homes, maintaining full production.

We will report next issue on the patriotic good spirits prevailing among the little boys and girls who have been pressed into service hauling coal trams out of those 2-foot seams in Yorkshire.



Tefft's Cannelton Mill.

Drawing: Mike Bolles



Gosport Station—New Albany & Salem RR.



Glass cone, early-20thC, Morgantown, WV.

## HISTORIC AMERICAN ENGINEERING RECORD

**Summer '73.** In addition to its new program of emergency recording (SIAN 2:4), HAER conducted three regular surveys last summer—in Indiana, West Virginia, and the SUM historic district in Paterson, NJ (SIAN 1:5, 2:1, 2:5, Suppls 2 & 3). IN sites included a cotton mill on the Ohio River in Cannelton (1849-51) designed by RI architect Thomas Tefft; the resort hotel in West Baden Springs (1901-02) with its 195-ft dome supported by 24 steel ribs; a rare surviving combination passenger/freight "through-station" or "train barn" built in Gosport for the New Albany & Salem (now Louisville & Nashville) RR c1854 (photo); B & O RR repair shops in Washington, originally built for the Ohio & Mississippi in 1889; and the home of the P H & F M Roots Co in Connersville (c1864+) mfgs of world-famous Roots "positive principle" (lobe) blowers.

In WV documentation was produced on the Shepherd's Mill (c1734) in Shepherdstown with its rare 40-ft wrought-iron overshot wheel (1891); the Easton Roller Mill (1872) and Seneca Glass Co (1896) in Morgantown; a 146-ft Burr arch/truss covered bridge at Barrackville (1853) (SIAN Suppl 2); and a 1924 reinforced-concrete tied bowstring arch bridge in Bridgeport (SIAN 2:3:2).

**Summer '74.** Tentative plans call for surveys of the Lowell, MA power canal system (SIAN 1:4); the site of Eli Whitney's gun factory in New Haven, CT (SIAN 2:1); the Savannah shops, Central of Georgia RR (SIAN 1:2) and the South Carolina RR's Charleston shops; structures in the Boston Naval Shipyard (SIAN 2:4); and additional sites in Paterson and WV. A joint HAER/HABS survey will record the C&O Canal's principal structures. Inquiries and applications: Summer Surveys, HAER, Natl Park Service, Washington, DC 20240.

**Coke & Glass Films.** In an attempt to record industrial processes as well as structures and machinery, HAER has launched a new venture in cine-photography (see SIAN 2:6 *Viewpoints*). During the week of 3 Dec, a Natl Park Service filming unit from Harpers Ferry filmed in color & sound the process of hand blowing at Seneca Glass Co, Morgantown, WV, and the beehive-oven coking process of the Mercury Coal & Coke Co at Bretz (SIAN 1:4). The filming and oral recording were under the direction of Joe Gyovai; Carole Huberman and Douglas Griffin, HAER, and E L Kemp, WV Univ (all SIA) serving as advisors. With the field work complete, a major editing job remains to boil down the 3½ hours of raw documentary footage into 25 min films for public viewing. *ELK*.

## COPPERTOWN, U.S.A.

In 1972 a Chicago consulting firm, Barton-Aschman Associates (B-AA), was retained to formulate a use plan for an enormous 234,000-acre tract on Michigan's Keweenaw Peninsula, formerly owned by the once-mighty Calumet & Hecla copper mines. The land now is owned by Universal Oil Products (UOP) of Des Plaines, IL. Among B-AA's principal recommendations is the establishment of "Coppertown, USA" between Calumet and Larium in Houghton Co, to occupy the complex of structures that comprised the nucleus of the mining operations, and serve as a theme center for and tourist gateway to the Keweenaw copper country.

B-AA has completed a detailed survey of the C&H headquarters complex—in the process unearthing an invaluable cache of architectural and engr drawings, c1890, of nearly all structures and much of the major industrial equipment. B-AA concluded that those buildings most suitable for adaptive use were the Hecla Machine Shop (c1880), the General Office (c1900), the Hecla Round House (1888), and the C&H Library (1897), a fine example of late-19thC "Arts-in-Industry" style. The roundhouse, with its spacious interior, offers especially attractive possibilities for adaptive use—the key consideration in evaluating the structures to be incorporated into the theme center. Immediate plans call for an inventory of C&H mining equipment to determine what might appropriately be displayed, while secondary plans include restoration and guided tours of an actual mine nearby.

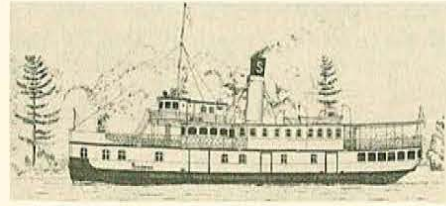
UOP and B-AA have been anxious to cooperate closely with local civic leaders. The latter have formed a nonprofit "Coppertown USA Devel Corp" to sponsor and manage the project. The total cost is expected to be \$12 million. It is hoped that Coppertown will open in 1976. *Robert C Post, Natl Mus of Hist & Tech.*

And related: Erik Mustonen has completed a U of MI MA thesis, *Historic Environment Preservation & Interpretation With a Conceptual Application to the Keweenaw Area of Michigan*, in which he examines "the historic environmental concept, a convergence of broadening public and professional concerns with the preservation of historic resources and natural landscapes, as a tool for the definition, study, and management of environments deriving a major portion of their importance from the significance of the historic values they embody." Mustonen since has taken a job with the Calgary, Alberta environmental planning/landscape architecture firm: Man Taylor Muret/Lantzius Asso.

### Marine Notes—Inland Division

**DAUGHTER OF DELTA QUEEN.** Riverboat enthusiasts may have been wondering what is being done to fill the vacuum that will be left when the famed Ohio/Mississippi River stern-wheeler *Delta Queen*, is forced to retire in consequence of her combustible upperworks, after the many stays of execution she has been granted by Congress have run out. The news isn't too bad: the 285-ft *DQ* (1924) will be succeeded by the 397-ft (!) *Mississippi Queen*, now under construction in Jeffersonville, IN, to be launched in 1975. And, *mirabile dictu*, she too will be a steam sternwheeler. The tandem-compound engines are being built by Pine Tree Engineering of Brunswick, ME, builders of marine deck and other machinery. We will report on this from time to time.

**THE S S SEGWUN**, one of the sole surviving inland water passenger steamships in Canada as well as the last remaining steamer of the famed Muskoka [Lake] Navigation Co fleet, is currently undergoing a complete restoration. Built in Scotland in 1887 and assembled in Gravenhurst, Ont the same year, the 125-ft *Segwun* (then the *Nipissing II*) remained unchanged until 1925 when renamed and rebuilt, from sidewheel to single screw. After her last voyage in 1958 she



was used as a steamboat museum. Her restoration program is an effort of both the Muskoka Steamship & Historical Soc and the Ontario Road Builders Assn. Info: MS & HS, Box 1283, Gravenhurst, or C Richard Tatley's *Steamboating in Muskoka*, 1972. (The author) Bracebridge, Ont. *Arthur C Townsend, MD Historical Trust.*

### THE LESSER-KNOWN MUSEUMS

**NATIONAL ROAD-ZANE GREY MUSEUM.** I-70 (mostly ex-US 40) at Norwich Interchange, Muskingham Co, OH. Covering all aspects of the famed National Road, built 1806-1850s from Cumberland, MD to Vandalia, IL, the first substantial communicating link to the New West. In a modern building are a series of the vehicles that traversed the Road: Conestoga wagon, vintage autos, bicycles, carriages; examples of the various road surfaces they encountered; and dioramas and full-scale scenes. Zane Grey, native Zanesvillian and "father of the adult western," is commemorated in other exhibits. Administered by Ohio Historical Soc, Ohio Hist Center, Columbus 43211. Leaflet avail.

**JIM BERGER LUMBER MUSEUM.** US Rt 6 at Denton Hill State Pk, 15 mi E of Coudersport, PA. Collection of lumbering and sawmill equipment and tools. Mrs Delores Buchsen, Coudersport 16915. (814) 274-8420.

**COLLIER STATE PARK LOGGING MUSEUM.** US Rt 97, 30 mi N of Klamath Falls, OR. Collection of woods equipment: saws, high-wheels; donkey engines; surveying and scaling instruments; &c. Seasonal. Parks & Recreation Divn, 301 State Highway Bldg, Salem 97301.



**EDISON NATL HISTORIC SITE.** Main St & Lakeside Ave, W Orange, NJ. (From Garden State Pkwy: Exit 145 N'bound; 147 south.) Fine preservation & interpretation of Edison's W Orange laboratories & shops, built 1887 to succeed Menlo Park as an ideal facility for invention & development, where Edison claimed to have in store a sample of every known substance, and that it was possible to build anything from a lady's watch to a locomotive, and it probably was. In care of the Natl Park Service, the site is essentially as it was at his death in 1931, when much was as it was in 1887. Tours through machine shop, stores, chem lab, (reconstructed) "Black Maria" movie studio, &c. Good museum of artifacts & misc Edisoniana. Nearby is *Glenmont*, Edison's marvelous Queen Anne home, 1880, also open. A wonderful total experience. Supt: Box 126, Orange 07051.

**SLATER MILL HISTORIC SITE** in Nov received a **Regional Award of Merit** from the American Assn of State & Local Hist for its general development efforts and particularly its development of technological exhibits, due nearly single-handedly to the energy of its director, Paul Rivard (SIA Bd).

### OHIO CANAL TOWNS

*It's not all happening on the Erie*

Three small towns on the Ohio & Erie and the Miami & Erie canals have undergone restoration and interpretation as historic canal towns and parks. These two state-built canals were the main trunk-lines of a 1,000-mile network connecting Lake Erie and the Ohio River, giving access to NY, PA, and IN canals. The O&E ran 309 mi from Cleveland to Portsmouth; the M & E stretched 248 mi from Toledo to Cincinnati. Their completion opened an inland, all-water route from NY City to New Orleans by 1832.

All three towns feature replicated canal boats making short excursions on rewatered sections of the canals, restored locks, and buildings associated with canal commerce and industry, interpreting 19thC canal life.

● **CANAL FULTON:** A Canal Town on the O&E Canal. East of US 21, Stark Co.

● **ROSCOE VILLAGE:** A Restored canal town on the O&E Canal. State Rts 16 & 541, just W of Coshocton, Coshocton Co. Since 1968, the private, non-profit Roscoe Village Foundation has been restoring the once busy port as a living museum. A number of c1830-40 buildings have been restored, now housing shops reminiscent of the canal era where antiques, handicrafts and baked goods are sold. The *Monticello II*, a restored canal boat operates. A horsecar runs to the Triple Locks where the Walhonding Branch joined the main trunkline. Info & reservations: Tour Coordinator, Roscoe Village Fndn, 381 Hill St, Coshocton, 43812. (614) 622-9310.

● **PIQUA HISTORICAL AREA:** A state memorial administered by the Ohio Historical Society. Off State Rt 66, 3.5 mi NW of Piqua, Miami Co.

The M & E (1825-45) followed the Great Miami River at this point. The canal features a lock, two turning basins and a boathouse which accommodates the *Genl Harrison*, a replicated cargo boat of c1840-50. At the canal's summit in the village of Lockington, 2 mi N, are 5 contiguous locks.

Elsewhere in Ohio, the Butler Co Metropolitan Park Distr is restoring for park purpose a stretch of the M&E between Middletown and Hamilton. The Toledo Metro Park Distr maintains a unique canal sidecut of six stone locks at Maumee. Individual locks and other features are being maintained as state and local parks or roadside rests. A 1.5 mile section of the O&E S of Cleveland in Valley View Village and the "Deep Cut" on the M&E just S of Spencerville have been designated Natl Historic Landmarks. The site near Heath, where DeWitt Clinton, former governor of NY and promoter of the Erie Canal broke first ground for the O&E in 1825, is on the Natl Register. *Eric N DeLony, HAER.*

### MISC SITES & STRUCTURES

**Capital Garage Falls—Fast.** With 11 stories (fully enclosed) and 1000-car capacity it was the largest parking structure in the East when built in 1926. Washington's Capital Garage was obliterated on 5 Jan by 450 lbs of dynamite precisely placed by Controlled Demolition, Inc of Towson, MD. Despite its size, the garage was profitable for most of its career, becoming a loser only recently as the city's commercial center of gravity shifted away. Blasting was selected as the most efficient means of demolishing the heavily reinforced concrete structure: about a month of preparation and clearing vs months with the ball. This was the first building dynamited



in the city since a large cold-storage warehouse was blown up (down?) 15 years ago. (The full word on this esoteric branch of technology is in—truly—Feb *Playboy*.) But what made the Capital Garage particularly interesting was its decorative treatment, the principal elements of which were a pair of full-scale, cast-stone, frontview reliefs of sedans of the period, bearing license numbers "1926," surmounting side-on winged wheels, flanking the entrance, gathered up by the Smithsonian from the wreckage.

**Pole Ferry Revived.** What is claimed to be the last of these (ie, it's pushed across with a *pole*, by *hand*), is the Hatton Ferry (named for Pres Chester A Arthur's 3rd Postmaster Genl), established c1840 and from 1940 operated by the state of VA until the then-current vessel was destroyed by Hurricane Agnes in 1972. As a result of urging by area residents the ferry, with a new 2-car-capacity, 48x12-foot wood vessel, has been put back in operation across the James between Albemarle & Buckingham Cos, nr Scottsville.

**Yachts.** John Trumpy & Sons, Inc, a 5-generation, 137-year-old Annapolis, MD custom wood-yacht building firm that started in Bergen, Norway, moved to Camden, NJ, and after WW II to Annapolis, has just shut down for lack of skilled craftsmen. The boat yard likely will become the site of expensive condominiums. *Washington Post.*

**The Albion Brewery,** c1870, and its fresh water springs has been named a Historical Landmark by San Francisco Planning Commn. Brewing ceased with prohibition and in 1940 the stone structure was adapted by a sculptor as house and studio. The site now is owned and exploited by a spring water co.

**Too soon spoken.** The project to reuse the **Tefft freighthouse**, Providence, RI (SIAN 2:6) as a tourist center, ideal from every standpoint of preservation, historical significance and function, has come to naught. The owner, apparently under pressure from unidentified forces of evil, suddenly, on 18 Dec, had the building razed. Fortunately, it had been emergency-recorded by HAER.

## MISC NOTES

**Exhibit: Factories & Functions.** 24 photos of Westchester Co, early 19thC—1960. At the Hudson River Museum, 511 Warburton Ave, Yonkers, NY 10701 (914) YO 3-4550, 26 Feb-22 April.

**Lecture: Old Croton Aqueduct.** George Rappole (SIA), 6 Mar, 8 PM. Hudson River Museum, (abv). With slides, the structures of Jervis' original system, 1836-42 (SIAN 2:5:3).

The Museum has inaugurated a program in the historic architecture of (principally) Westchester Co, NY. An adjunct is a photographic archive, additions to which and volunteers to assist are welcome. Westchester isn't all Scarsdale, bear in mind, but also was the seat of much important early industry—Elisha G ("All safe, gentlemen") Otis, eg.

**Ironbridge Internships/Exchanges.** An informal program exists whereby N Americans can spend a summer or longer at the Ironbridge Gorge Museum participating in restoration, planning, and all other aspects of this important, growing preservation. Accommodations furnished. Neil Cossons, Dir, IGM, Church Hill, Ironbridge, Telford, Salop TF8 7RE, England.

**Position Available** (tentative): Rhode Island Hist Soc. Industry & business archivist, 2-4 year term, to organize sizeable, important colln of mill documents. \$8000 + fringes. Albert T Klyberg, Dir, 52 Power St, Providence 02906.

**The UTM.** Further to Data Sheet No 1 on this, Peter Stott, its author, has compiled a sheet on determination of 100-KM square designations, apart from the use of USGS quadrangle titles. Copies: Editor.

**Unfinished Canal Tunnels.** Member Wm E Trout has compiled a 5 pp report on 4 of these, with maps. There are remains of all 4 (VA, NY, SC, & GA), in each case of considerable interest. Copies: Editor, for 16¢ in stamps (only).

**Technology & Work Lecture Series,** U Delaware, Spring '74. A good series on various aspects of technology, industry, labor, skills and working conditions—and their interrelationships. List & info: Prof Richard L Ehrlich, Dept of History, Newark, DE 19711.

**Ted Sande** (SIA Bd) has been reappointed to a 3d term on the American Inst of Architects Historic Resources Commn, and to the newly formed Hist District Study Comm for N Adams, MA.

**Gaffe, wishfully motivated.** It was erroneously reported in SIAN 2:5 and the *West Coast Extra* that the Ferries & Cliff House Cable Ry winding machinery in San Francisco is original issue. Alas, all was replaced in 1965. Even the 725 HP motor that had replaced the original steam engine was itself succeeded then, although pensioned into standby status rather than junked.

## SIA AFFAIRS

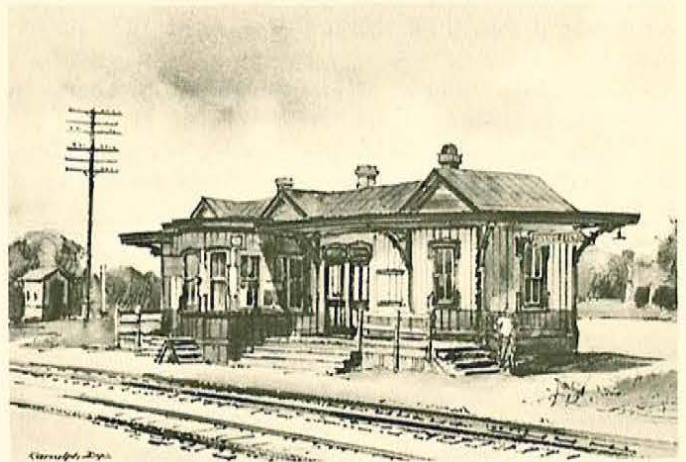
**Annual Conference Notes.** There will be space at the conference hotel for **panel exhibits**. If you are interested in bringing something, please advise the local committee, c/o Field Curry, 305 Garland Ave, P'burgh, PA 15218 (412) 731-8461. If you haven't an entire panel's worth, there will be space for the odd bit or piece. Photos, drawings and other matter relative to projects completed or in work would be welcome. Commercial material is welcome too, but in this case please advise Edward S Rutsch, Mashipacong Rd, Montague, NJ

**Taxes.** As noted last year at this time, your SIA dues are deductible (in the US) if you work at IA in some way, as a job expense. However, if you are one of our esteemed *Contributing Members*, you may deduct at least \$15 of your contribution (as a donation to a non-profit org); all \$25 if you work at IA.

**Membership Brochure.** An attractive illustrated folder + application form has been prepared describing the Society and its goals. You are encouraged to make use of these for distribution at appropriate meetings and conferences, and to individuals you believe might be interested in IA and the SIA. For copies: Paul E Rivard, Old Slater Mill Museum, Pawtucket, RI 02865. (401) 725-8638.

## IA IN ART

*Herein, regularly, will be featured examples of IA in art, all media, mostly by living artists, mostly of extant structures, in all cases though, available through publications, prints, or reproductions. Suggestions are welcome.*



Sinking Spring, PA: passenger & freight depot (1872), Lebanon Valley Branch, Reading RR. By Ranulph Bye, 1971. From *The Vanishing Depot* (SIAN 2:5:5).

Bye's published portfolio of 93 watercolors of depots and related structures includes freight stations, signal towers, watchman's shanties, an elevated station, and a combined ferry and train terminal, in addition to RR passenger stations—most 19thC. The artist was born 1916 in Princeton, NJ, trained at the Phila Museum College of Art and the Art Students League in NY, and teaches at Phila's Moore College of Art. Bye's work on this subject, which began in the early 60s, has been widely exhibited. *Dianne Newell Macdougall*

## PUBLICATIONS

Carl Abbot, **Location of Railroad Passenger Depots in Chicago & St. Louis, 1850-1900**, *The Ry & Locomotive Hist Soc Bulletin*, No 120, April 1969, pp 31-47.

John B Armstrong, **Factory Under the Elms: A History of Harrisville, NH, 1774-1969**. Cambridge, MA: MIT Press, 1969. Fine, definitive account of industrial and social aspects of the most cohesive textile mill village that survived to the present day. It still does survive, making other things.

Robert G Caroon, **The Pottery Industry in 19th Century Milwaukee**, *Historical Messenger of the Milwaukee Co Hist Soc*, March 1970, pp 13-23.

Norman H Clark, **Mill Town: A Social History of Everett, Washington, From its Earliest Beginnings on the Shores of Puget Sound to the Tragic and Infamous Event Known as the Everett Massacre**. Seattle: U of Wash Press, 1970. 267 pp.

Peter H Cousins (SIA), **Hog Plow and Sith: Cultural Aspects of Early Agricultural Technology**. Dearborn, MI: Greenfield Village & Henry Ford Museum, 1973. 24 pp.

*You will be given no rest until you have paid your 1974 dues.*

Edwin A Cubby, **Railroad Building & the Rise of the Port of Huntington**. In *West Virginia History*, April, 1972. pp 234-48.

Ronald DeGraw, **The Red Arrow: A History of One of the Most Successful Suburban Transit Companies in the World**. Haverford, PA: Haverford Press, 1972. 338 pp.

Justus D Doenecke, **Myths, Machines & Markets: The Columbian Exposition of 1893**. In *Journal of Popular Culture*, Spring, 1973.

Lyle W Dorsett, **The American Industrial City**. St Louis: Forum Press, 1973. 128 pp.

John A Eisterhold, **Charleston: Lumber & Trade in a Declining Southern Port**. In *SC Historical Mag*, April, 1973. pp 61-72.

———, **Mobile: Lumber Center of the Gulf Coast**. In *Alabama Review*, April, 1973. pp 83-104.

———, **Lumber and Trade in the Lower Mississippi Valley & New Orleans, 1800-60**. In *Louisiana History*, Winter, 1972. pp 71-92.

Paul Fatout, **Meadow Lake: Gold Town**. Bloomington: In U Press, 1969, 178 pp. Account of the 1865 beginning, and the growth and disappearance of a CA gold town.

Eddy S Feldman, **The Art of Street Lighting in Los Angeles**. Los Angeles: Dawson's Book Shop, 1972. 74 pp.

Toni Flannery, **The Water Towers of St. Louis**. In *Bull of the Missouri Hist Soc*, July, 1973. pp 236-42.

Lambert Florin, **Ghost Town El Dorado**. Seattle: Superior Publ Co, 1968. 192 pp. Commentary on 63 far-western communities directly or indirectly associated with mining. 9th in a series by the author on western ghost towns.

Peter G Goheen, **Industrialization & the Growth of Cities in the 19th Century**. In *American Studies*, Spring, 1973. pp 49-65.

Alan H Grey, **Denver and the Locating of the Union Pacific RR, 1862-1866**. In *Rocky Mountain Social Science Jnl*, 1969. pp 51-59.

Herbert G Gutman, **Work, Culture, & Society in Industrializing America, 1815-1919**. In *The American Historical Review*, June, 1973. pp 531-88.

Katherine A Harvey, **The Best Dressed Miners: Life & Labor in the Maryland Coal Region, 1835-1910**. Ithaca, NY: Cornell U Press, 1969. 536 pp.

Margaret Hodges, **Pittsburgh: Seven Authors, Seven Views**. In *The Western PA Historical Magazine*, July, 1973. pp 253-80.

Graham Hood, **Bonin & Morris of Philadelphia: The First American Porcelain Factory, 1770-1772**. Chapel Hill: U of NC Press, 1972.

John R Kellett, **Writing on Victorian Railways: An Essay in Nostalgia**. In *Victorian Studies*, Sept 1969, pp 90-98. Bibliographical essay.

Lawrence H Larsen, **19th Century Street Sanitation: A Study of Filth and Frustration**. In *Wisconsin Magazine of History*, Spring 1969, pp 239-47.

Thomas W Leavitt (SIA), **Textile Manufacturers & the Expansion of Technical Education in Mass, 1869-1904**. In *Essex Institute Historical Collections*, July 1972, pp 244-51.

Clifford M Lewis & Emory L Kemp (SIA), **The Wheeling Suspension Bridge**. In *West Virginia History*, April 1972, pp 203-33.

David W Lewis, **The Early History of the Lackawanna Iron & Coal Co: A Study in Technological Adaptation**. In *The PA Magazine of History & Biography*, Oct 1972, pp 424-68.

Rex A Lucas, **Minetown, Milltown, Railtown: Life in Canadian Communities of Single Industry**. Toronto: U of T Press, 1971.

Donald S McPherson, **Mechanics' Institutes & the Pittsburgh Workingman, 1830-1840**. In *The Western PA Historical Magazine*, April 1973, pp 155-70.

Raymond H Merritt, **Engineering in American Society 1850-1875**. Lexington: U Press of KY, 1969. 199 pp.

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