

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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1976 ANNUAL MEETING

Let the rest go to Philadelphia, Washington, Boston, &c: where it's *really* going to happen is the Merrimack Valley, 23-26 April. Lowell, Lawrence, Mass; Manchester, NH; and other fountainheads of the American INDUSTRIAL Revolution. Other organizations please note to avoid conflict.

LAING STORES (POSSIBLE) REBIRTH

When NYC's celebrated cast-iron Laing stores (1849) were disassembled with utmost care four years ago, they were stored under such circumstances that thieves were able to steal about 3/4 of the parts for sale as scrap iron [SIAN 3:4]. Those remaining may enable the famed Bogardus fronts to rise again, this time in the South St Seaport Museum compound. The Friends of Cast Iron Architecture are cooperating with SSSM's efforts to secure the Laing Store components and aid from the various City depts involved, including the Landmarks Preservation Commn, some of whose members have frowned on the proposal.

The plan calls for the remaining parts to be used as patterns to make sand molds from which replacements for the lost parts can be cast. Fortunately, SSSM has been given a vacant corner lot on Fulton St, the dimensions of which nearly match those of the original Laing site. The Seaport trustees have voted to take this step, and soon, in hope that a modern structure with two cast-iron facades can be completed within the Bicentennial Year. They point out that the scale is compatible and the style appropriate to the area, where there was considerable cast-iron construction until wiped out by Urban Renewal about a decade ago. *MG.*

THE WELLAND CANAL

The Canadian Post Office commemorated the turning of the first sod for the Welland Canal linking Lake Ontario and Lake Erie by the issue of a special stamp [SIAN 4:1].

Other recent developments on the canal include the new 8.3 mile section opened to navigation in March 1973. This new alignment, which bypasses the City of Welland, is the first stage of the fifth canal to be built across the Niagara Escarpment since 1829. Construction work on the 350-ft channel bypass took six years and resulted in a major relocation of roads and RRs in an area rich in IA.

The old 192-ft channel had become a serious bottleneck to canal traffic since it not only involved a longer transit (9.1 miles) than the new channel but bisected Welland, disrupting traffic on the numerous bridges. Six bridges have been replaced by two tunnels (one for road traffic, the other combined road and rail). Five were vertical lift bridges built 1930-33 (one Canadian National) and one a swing bridge (Penn-Central; Toronto, Hamilton & Buffalo). Present plans are for replacement of the bridges by causeways. An additional lift bridge - the Port Robinson - was destroyed in August 1974 when an ore carrier crashed into it.



An aqueduct on the feeder canal (map) crossed the Welland River at the point later occupied by the settlement. This feeder, which remained in use from c1831 until 1881, provided additional water supply from the Grand River for the flights of locks down the escarpment. Three successive aqueducts carried the canal across the Welland, part of the second masonry aqueduct of the 1840s remaining as a swimming pool. A siphon to take the river beneath the third canal improvement scheme was built in the late 1920s and is still in use.

Since the closing of the channel through Welland, only one section of the Canal, from Allanburg to Port Robinson, retains

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the alignment of the First Canal, built 1824-29. The section southwards from Port Robinson via Welland to Port Colborne, built 1831-33 to avoid the Welland River and treacherous rapids of the Niagara, remained substantially unchanged through three successive construction phases. As shown on the map the principal re-alignments have been across the Niagara Escarpment. The First Canal required 40 wooden locks, replaced by 27 masonry structures in the Second Canal (1850-1887). The Third Canal (1887-1931) had one less lock and followed a new course from Thorold to Port Dalhousie. Work on the Fourth Canal, 1913-31, resulted in an alignment

from the new entry at Port Weller on Lake Ontario to Allanburg and only eight locks were required for the whole canal. Most of the structures in use on the present canal date from the last phase.

For some details of the historical context of canal construction in the St Lawrence—Great Lakes region: John P. Heisler, *The Canals of Canada* – Canadian Historic Sites: Occasional Papers in Archaeology & History – No. 8. Ottawa: Dept of Indian Affairs & Northern Development/Information Canada, 1973. \$5. The railway realignment was described in "Modern Railways," March 1973, pp 62-63. *G.T.B.*

THE WORK OF IA

IA at the Royal Ontario Museum – 1974

During the past summer the Canadiana Dept of the ROM continued its program of excavation of 19thC earthenware potteries. During May the Museum, in conjunction with Wilfred Laurier Univ, Waterloo, Ont, excavated in the David Burns Pottery, Homesville (Huron Co), Ont, a local pottery operating c1860-1900. At the site were the remains of a rectangular kiln, the pottery building, and waster dumps.

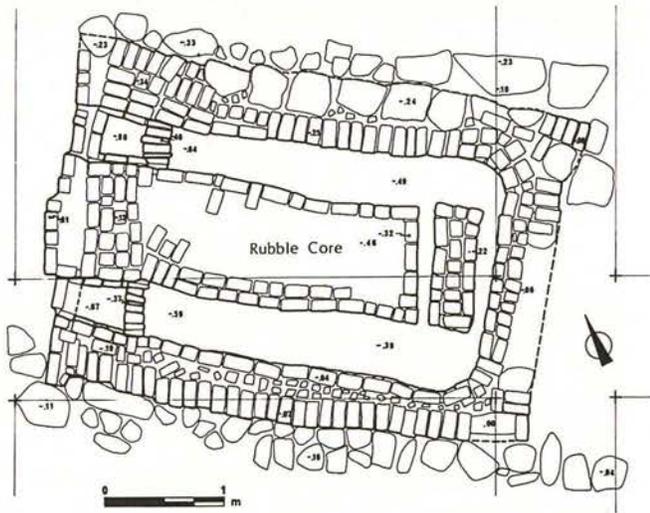


Figure 1

The kiln (fig 1) is a rectangular brick and stone structure, 2.75 x 4.25 m. Two parallel flues run the length of the kiln, connected by two cross-channels, one at the eastern end of the kiln and another 75 cm. from the western end. The kiln

interior was of brick and rested directly on the clay subsoil. The exterior had a stone footing, two to three courses high, upon which was built the brick superstructure.

In mid-July the Museum sponsored the first season of excavation at the site of the Huron Pottery, Egmondville (Huron Co). The pottery, established in 1852 by Valentine Boehler, a German immigrant, operated until 1910. The objectives of the first season were to recover information on the kiln, the extent of the pottery building, and the range of vessel forms produced by the different owners.

The kiln remains (fig 2) include a circular base 4.5 m in diam, four firemouths, (1.25 m wide x 1 m long), the base of the chimney, and the brick footing of the pottery building.

During 1974 the Dept began the study of the IA of the Niagara Escarpment, which goes from Niagara Falls in the south to Tobermory in the north, over 350 miles. The area has a long history of industrial users, taking advantage of the limestone, clay and water resources. Today, the escarpment forms the backbone of a Province of Ontario scheme to provide a green-belt devoted to cultural and recreational uses.

Plans for 1975 include further excavation at the Huron Pottery, and the excavation of a large Canadian stoneware pottery factory in the Maritimes. The continued emphasis on the archeology of potteries is part of a long-range program of study of the earthenware and stoneware pottery industry of Canada.

The Museum has been involved in field excavation of industrial sites since 1966. Previous work has included three glass factories, an iron foundry, and eight potteries, one of which was in Genesee Co, N.Y.

Readers interested in the excavations are invited to contact the writer at the Canadiana Dept, ROM, 14 Queen's Park Crescent, W., Toronto, Ontario. *DLN.*

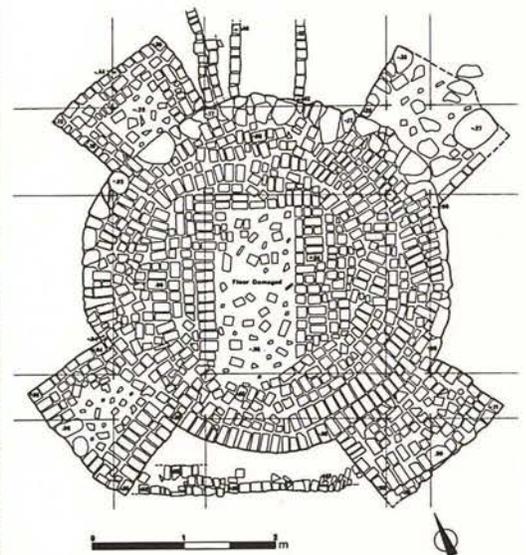


Figure 2

Royal Ontario Museum drawings.

Saugus Re-examination

A reappraisal of the well known Saugus [Mass.] Iron Works "restoration" is now in progress. Marley Brown III, Asst Prof of Anthropology at Brown Univ and Research Assoc at Plimoth Plantation, under contract with Brown, has begun an examination of the original restoration reports of 1948-53, and some archeological investigation of the site, to serve as the first stage of a more comprehensive project. On the basis of data gathered, a proposal will be submitted specifying what archeological fieldwork should be done as part of the Park Service's redevelopment of the site. Included in the proposal will be an excavation strategy for the areas incompletely excavated in the late 1940s and those left untouched. This research probably will concentrate on the outbuildings associated with the iron-master's house and the workers' cottages.

Saugus was the first integrated iron works in America, flourishing briefly in the mid-17thC. The reconstruction carried out in the 1950s was based on evidence from archeological excavation and documentary evidence of contemporary European iron works. The new study will seek to determine if the authenticity of the reconstruction can be heightened by locating additional evidence.

HAER Activities – Summer of '75

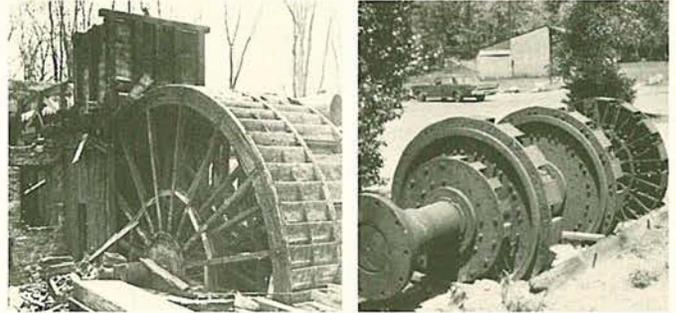
Thirty five student architects, engineers, and historians are working throughout the US on a variety of documentary and inventory projects in the largest summer program of HAER's six-year existence. Recording projects include the wind and tide mills of Long Island and the IA of Delaware, both following recently completed inventory projects (see Special Publs for LI Inventory); the Luckenbach Mill (1869) at Historic Bethlehem, Pa.; the structural features of the Old Croton Aqueduct (1836-42) N of NYC; the Central of Georgia RR shop and terminal facilities in Savannah; and the power canals of Lowell (2nd year).

Ongoing inventory projects include Cuyahoga Co., Ohio; the states of Mich., R.I., Conn., S.D., & Ga.; and the American Stationary Steam Engine Inventory (ASSEI). The Emergency Recording Unit will be traveling to various hot-spots including the Thames Shipyard (1900+), New London, Conn. (see Notes); the Bogardus Fire Watch Tower (1855), Harlem, N.Y.; the only known surviving Fink through-truss bridge (1857), near Hamden, NJ; the oldest cast-iron arch bridge in America (1839), Brownsville, Pa.; President St Station, Baltimore (PW&B, 1850), the oldest urban station in the US; two projects carried over from last summer – The Appomattox Ironworks (1872), Petersburg, Va. and the Ben Schroeder

Recording Needed—Dam Four, Potomac River. Potomac Edison Co, Shepherdstown, W. Va. Built 1909, the hydroelectric station contains four Leffel double horizontal turbines driving two 500 kw generators above, through *rope drives*. Widespread in GB, rope drive never was widely used in

Saddle Tree Co (1876), Madison, Ind.; and other emergency situations that may arise. All are in cooperation with various State and local preservation organizations and all will be reported on in full at the end of the summer. *END.*

Brass Mill. An exploratory excavation was done last fall for the Brass Mill Restoration Committee by Connecticut Archaeological Survey, Inc on the site of the Waterbury (Conn.) Brass Co's East End Mill preliminary to a possible restoration of part of the mill. The sites of three buildings were dug, and the tail races of the two 32-ft waterwheels that drove the brass rolling and wire-drawing machinery, turning up considerable evidence of the building and machinery foundations. When the works was razed c1905, the wheels were left in place, the shaft and hubs of one surviving. The woodwork was burned by vandals several years ago.

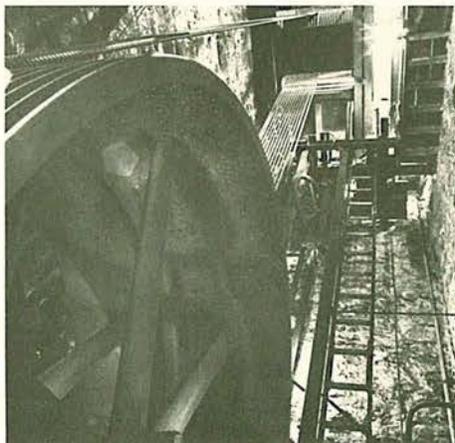
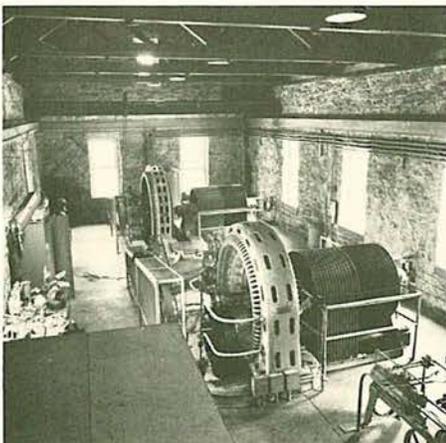


Waterbury Brass Co waterwheel during demolition of the works, c1905, and the shaft today.

Furniture made by Mormon leader Brigham Young recently has been uncovered in the bed of a small stream near Fishers, N.Y. Young owned a small factory on a tributary of Irondequoit Creek. From this stream J. Sheldon Fisher has recovered pieces of tables, chairs, desks, cabinets and stools. Fisher's Valentown Museum is devoted to Brigham Young and the material remains of his life and work in that locality, where Young lived from 1828 to 1833. Young's carpentry work, Fisher believes, is much more extensive than previously had been supposed.

Shirley W Lee & Jerome Pressler, "The Lost Winery: A Cautionary Tale." Paper presented to Society for Historical Archeology, Berkeley, Jan 1974; (tentatively) to be publ in SHA Journal. The loss, before construction of new buildings of Ohlone College, Fremont, Calif., of the Linda Vista Winery. The authors examined the site after demolition, reporting on their salvage work and the history of the winery.

America despite its wonderful flexibility and other advantages over leather belt. The station provides a minute fraction of PE's capacity, and although in seeming good health, ought to be recorded as possibly unique. [Are there any other operating hydro installations with rope drive in N.A.??]



Dam 4 Hydrostation, 1909. L to R: The generators; one of the turbine drive sheaves & view up through ropeway; one pair of Leffel double turbines in dewatered wheel-pit. *Potomac Edison photos.*

Buried Canal Lock. Thomas Hahn [SIA], American Canal Society Pres, has addressed the *Washington Post* suggesting, as a project of interest and educational value to the City of Alexandria, Va., exhumation of the Tide Lock and Basin of the Alexandria Canal, opened in 1843 to connect the Chesapeake & Ohio Canal at Georgetown with the Potomac at Alexandria. Hahn's evidence shows the lock and basin intact under 3 or 4 feet of fill, on presently vacant land.

"Research on the History of Road & Bridge-Building Technology in N.Y. State" sponsored by the NY Dept of Transp, has been undertaken by William P Chamberlin [SIA] of NY-DOT as a means of fulfilling a directive by the Fedl Highway Admn to compile a Bicentennial Catalog of significant transportation facilities in the US [SIAN 3:4:6]. The project will: Maintain an inventory of all bridges built before 1900—public and private—with full data; publish an inventory of these for three eastern counties as a pilot to refine reporting procedures for the rest of the state; start a topical inventory of certain selected types of bridges by mail survey; conduct field investigations of bridges of unusual interest; compile a bibliography on road-building in NYS; and provide information on road & bridge history, and compile a register of persons knowledgeable on the subject. The project, for example, already has increased the number of Whipple iron bowstring trusses known in NY from two (1973) to five.

An adjunct to the project has been a certain amount of salvage of early bridges, including the possibility of using several of the Whipple trusses over restored sections of the Erie Canal.

Report from Belgium

IA in Belgium was formalized in Dec, 1971 at the State Univ of Ghent with establishment of the *Werkgroep voor Industriële Archeologie*, concentrating its activities on the textile industry and workers' housing of Ghent, and the industry of East Flanders. In May, 1973 the first major natl IA conference was held at "le Grand Hornu" — the workshops and housing complex of a large coal mine near Mons — and a natl IA organization set up. The second Natl Congress (Oct 1974) directed its attention to the Port of Antwerp.

Early in 1974 the *Centrum [Center] voor Industriële Archeologie* (Koninklijke Bibliotheek Albert I, Afdeling Kaarten & Plans, Keizerlaan 4, 1000 Brussel) was established, to coordinate all IA work in the country.



Belgian IA: Reinforced-concrete lighthouse at Heist, 1907, and the first Belgian suspension bridge, by Vifquin—c1825—possibly the earliest surviving on the Continent, at Bazel. *A Linters*

A NEW ERA OF REVIVALISM

What we really seem to need is not so much a continuation of the Industrial Revolution as an Industrial Revival.

Gas From Coal

Gas derived from coal for distribution in city mains became a thing of the past when the last known city gas plant in N.A.—in Portland, Maine—closed in 1968. Natural gas brought to the cities by cross-country pipelines provided the competition that eliminated the inefficient local gas producers. The old city gas works used a non-continuous process to convert coal to a low BTU gas which usually required enrichment with

"thermally cracked" fuel oil.

Now the circle seems to be closing. The current energy crisis and increased cost of liquid fuel have served to focus attention on the need for additional energy supplies and there is renewed interest in manufactured gas to supplement dwindling supplies of natural gas.

Research on coal gasification has resulted in the development of continuous processes yielding pipeline quality gas. The conversion efficiency of the new type plants is significantly higher than that of the old city gas works, and can be considered non-polluting. City gas works will not return since plans call for location of the new gas plants near coal and water supplies and gas distribution through existing natural gas pipe lines. *CE*.

"Trouble in Mass Transit: Why Can't the People Who Put a Man on the Moon Get You Downtown?" In *Consumer Reports*, March.

The mass transit gang might do well to take some lessons from the past. Meanwhile, we should look with suspicion on the promises of a commuters' Brave New World (and its price tag). This is the clarion message in "Trouble."

What is not stated, but is at once apparent to the *Cognoscenti*, is that IA has a mission to fulfill in this business. Experience so far with all-new rapid transit systems (San Francisco's BART, ie) has shown that the unproven equipment used in such ventures is designed sometimes to cosmetic rather than utilitarian standards. (If it looks streamlined, it must be streamlined, flows the vulgar logic.) But such equipment has not only proven vastly more costly than programmed; it often simply does not work and does not suit the real transportation needs of our cities. BART was plagued, for example, by doors that didn't open when the trains stopped and didn't close as they sped along.

While we now know that much of the mid-20thC junking of viable street rail systems was the product of a deliberate effort by the highway lobby, there were other factors at work too. Futuristic mass transit schemes have had the enthusiastic support (before the fact) of a millennially-minded public, with a plethora of eager providers in the burgeoning aerospace industry seeking to diversify their interests.

CR's findings tell us that the street rail systems of yesteryear may have been on the right track (pun intended) and could have been maintained and expanded to good advantage, rather than abolished in favor of pie in the sky. It's too late for this, but not too late to include the best features of old systems in new plans. *EMB*.

Ferry revival sought. With completion in 1963 of the bridge across the Hudson between Beacon and Newburgh, N.Y., the ferry was, naturally, abandoned. A member of the Dutchess Co Bd of Representatives now seeks its reinstatement on the basis of the bridge's inability to handle present traffic loads, and as a means of giving employment. (Nice to believe he had in mind a reasonable replica of the last vessel in that service, the late-lamented *Orange*: hand, coal fired.)

An aborted subway system was buried under Cincinnati in 1927. The city decided early in this century that it should have a subway system. In 1917, after the inevitable decade of preliminaries, construction began, largely following the right-of-way of the befouled and obsolescent Miami & Erie Canal. The ambitious route plan, however, soon had to be modified as post-war prices soared. By 1927, about two miles of tunnel and seven miles of surface route had been completed, except for track. But the money was gone and the city abandoned the system and sealed off the tunnel. The corpse has lain thus interred, for these many years, but the city fathers recently have been pondering resurrection of the system as part of a regional rapid transit system. *EMB*.

Two windmills as tall as the Bunker Hill Monument and costing \$500,000 will be erected on Long Island in Boston Harbor in the country's first serious use of wind to generate electric power in recent years.

The 200-ft high aero-generators will be built and administered by Boston Edison under a grant from the Natl Science Foundation. The City's Long Island Hospital will receive the electricity free. The power will be equal to that needed to light more than 100 houses.

ADAPTIVE USE

A recent *Fortune* feature article on adaptive reuse (May) signals that "recycling" buildings is now big business. Many more developers, contractors and architects than before have begun to recognize that attractive profits often follow when derelict downtown buildings are converted to prime rental space. Such renovations make good financial sense to investors as well as tenants and cheer the conservation minded.

Attractive and functional reconstructed money-makers are now all over the country. Minneapolis' Butler Building, an erstwhile warehouse of 1906, now features bright offices and stores. As recently as 1973 Seattle's Pioneer Building, once the city's most prestigious business address, was vacant and leaky. Today its proud facade gleams again and 95% of its office space is occupied. And Boston's old *Record American* headquarters contains a new set of offices.

Developers, the article points out, can save not only money but time by recycling a building. Conversion of a Louisville warehouse and bank into a theater complex took eight months and \$1.7 million. Estimates for new construction from a scratch start were two years and \$3.5 million.

Lest readers think that reuse is now undertaken with only profit in mind, there is the example of Anderson Notter Associates' conversion of Boston's Long Wharf warehouses to apartments. Although costs have run about the same as for new dwellings, tenants are attracted by the charm and individuality of the place. *CS*.

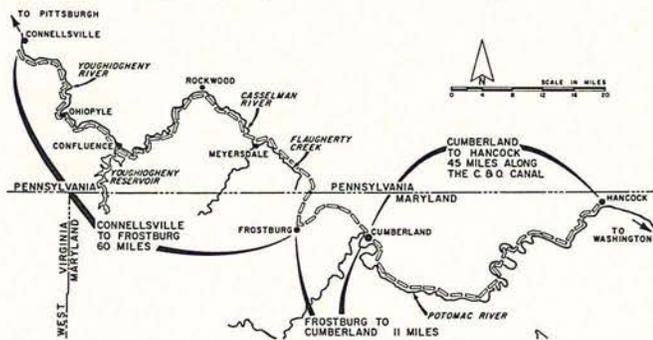
RIGHTS-OF-WAY INTO TRAILS

Abandonment For Much Of The Wild Mary

The Citizens Advisory Committee on Environmental Quality suggests that communities can simply and inexpensively convert abandoned RR rights-of-way into trails for hiking, biking, horseback riding, and cross country skiing, a scheme that already has met with success in Wisc., Ill., Texas, and Va.

The most ambitious scheme of the type will follow abandonment by the Western Maryland Ry (part of the Chessie System) of its 116-mile line between Hancock, Md. and Connellsville, Pa., just south of Pittsburgh. The abandonment is principally to eliminate duplication with B&O trackage. The 60-mile section between Frostburg, Md., near the Md.-Pa. border, and Connellsville—following the wild and beautiful Youghiogheny and Casselman river gorges—will be donated to the Western Pa. Conservancy for a new life as a cycling & hiking trail. All bridges will of course remain, most notable of which is the 1908-ft long Salisbury Viaduct over the Casselman Valley N of Meyersdale, Pa.

A similar disposition is contemplated for 45 miles of the Md. section, largely adjoining the C&O Canal Natl Historic Park. Firm plans await study and action by the Natl Park Service or acceptance by a Md. Conservancy, which now is



Western Pennsylvania Conservancy map.

being formed.

The WM was a child of railway financier Jay Gould, chartered in 1852 to haul coal from W. Va. and grain from the Midwest to Baltimore in competition with the B&O. Passenger service ceased in 1955, and freight service will now be switched to the B&O-C&O. *EMB*.

PERTINENT PUBLICATIONS: "From Rails to Trails," *Citizens' Advisory Comm on Environ Qual. USGPO, Wash, DC 20402. Stock No 040-000-00330-4. \$1.50*; "Establishing Trails on Rs-O-W: Principally RR Abandonments." *USGPO, Stock No 2416-00052. \$1.*

Gas Works. A resourceful architect may be able to save the last remaining element of the Tacoma, Wash., gas plant. The Purifier Building (1884, enlarged 1889), is the sole remnant of the once substantial gas manufacturing facilities of the Tacoma Light & Water Co.



Shortly after architect August Gene Grulich announced his plans to purchase the building and restore it as office space, the city engineer declared it a dangerous building that would have to be torn down within 60 days. While holding off the municipal iron ball, Grulich asked the Tacoma Landmark Bd to review the building. The chairman felt that such structures should not be a part of Tacoma's landmark program, an opinion supported by a city councilman who saw nothing historic about the structure, asking if George Washington had slept there (honest).

Although a majority of the board supports recognition of the building and Grulich has been successful in satisfying the city engineers, all is not yet secure. The structure is in the path of a proposed freeway extension and the Tacoma Building Dept sticks fast to its position that rehabilitation is not feasible. *DMH*.

Consolidated Edison's unused Sherman Creek generating plant will be renovated as part of the redevelopment of the east side of upper Manhattan. The plant, built in 1908, would become a recreational and community center, to include swimming pool, gymnasium and theatre. The cathedral-like turbine room is ideal for conversion—70 ft wide x 120 ft high, lined with white glazed brick.

Cast-Iron Reincarnated. One of New York City's finest cast iron structures, located at E 11th St & Broadway, was erected in 1868 as a dry goods store and converted to a shoe factory in 1940. It now is a prime example of "livable Gothic," containing 144 studio and bedroom duplex apartments, no two alike.

We do believe it. The Insel Hotel in Constance, Germany originally housed a Dominican monastery and later served as a textile factory! *Ripley's Believe it or Not.* (Believe it or not.)

More on Laconia. When it came time to move into a new city hall, Laconia, N.H., spurned the suggestion that the fine old brick Busiel Mill be converted for municipal purposes and instead constructed a tacky modern thing next to it, reminding *Boston Globe* architectural critic Robert Campbell of "... a splendid ocean liner pulled up beside a garbage scow." Ironically enough, private interests have adapted Busiel Mill for offices anyway, 100% rented.

Meanwhile, the 150-year-old Belknap-Sulloway Mill [SIAN

3:2] finally is receiving a \$92,844 HUD grant, augmenting about \$180,000 in private funds already expended for restoration coordinated by Save the Mills Society. The Lakes Regional Council on Aging expects to occupy the structure when work is completed this July.

Millpond — a Case of Non-adaptive Use

You can, if you have the price, go live at "Millpond" in N Andover, Mass., where the Stevens Mill produced woolens for over 100 years. Here, then, is some fine adaptive reuse? The massive, handsome old structure has been converted into unique dwelling units?

That's the fantasy. "Millpond" developers, in fact, have obliterated all vestiges of the mill and its housing and set up a toney community of contemporary townhouses. The developers are proud of having saved trees and provided open space. Good enough. But with imagination they could have saved something of history, as well. *EMB.*

REGIONAL NOTES — OHIO

As part of its statewide inventory of historic sites the Ohio Historic Preservation Office is conducting a special survey to locate and record railroad-related structures—hoping eventually to preserve some. In addition to the impressive B&O RR station-hotel (1875) at Willard [SIAN 4:1] is the Kent (city) Industrial District (1836-1910), an area of several acres embracing both sides of the Cuyahoga River and including 5 structures: East Bank—distinctive brick RR depot and restaurant (Atlantic & Gt Western), c1864, with 3 2-story sections rising above intermediate 1-story. West Bank—5-story brick & stone cotton mill, c1851; brick livery stable, 1910. Spanning the river—stone arch dam, late 1830s, to impound the river for navigation and power; triple masonry-arch bridge, c1885.

These structures reflect two distinct industrial periods: *Early Manufacturing*, when established as two towns—Franklin and Carthage Mills; and *Post-1850s RR*, when local entrepreneur Marvin Kent was the prime mover and first president of the A&GW RR (eventually incorporated into the Erie). The depot was built on Kent-donated land, and the towns were amalgamated and named after its leading citizen. The District has been placed on the Natl Register.



A & GW Depot, c1804, and masonry dam, c1864, in the Kent Industrial District. *Eric Johannesen photo.*

Other recent Ohio Register nominations include: Lockerville Canal Locks, 1830s—7 locks and canal channel from the Ohio & Erie, containing the largest concentration of locks in the state, parallel to and W of Lockerville Rd, Pickerington, Fairfield Co; and the Salt Creek Covered Bridge, 1870s—single-span, S of county road 82, 3 mi WNW of Norwich, Muskingum Co. *DN.*

PRESERVATION WORTH NOTING

Hereunder, from time to time, will be noted cases of the dramatic or unlikely in IA preservation. Contributions are welcome.

In Oct the Kent (Ohio) city council granted \$10,000 to the Kent Historical Society (KHS) to purchase the abandoned A&GW RR station (above). The grant itself is significant, but the spirit in which it was given is indeed memorable. The city ordinance pointed out that the KHS "has evinced. . . a faith in this community. . . individual members have spent countless hours, effort and money determining a workable plan to best help their community and preserve a historical landmark, [and] has displayed for Kent citizens a leadership which can have a tremendous positive effect on the city. . ." While all this is true of so many preservation committees and their work, it seldom is recognized, and rarely by city councils. *DN.*

MISCELLANEOUS SITES & STRUCTURES

Ancient copper mines in N.J. are threatened by the controversial Tocks Island Dam project. The mines' origins are obscure, but historians believe an ancient Indian tribe first discovered and mined the ores. Dutch miners arrived in 1659 and enlarged the digs, which now are owned by the federal government and are part of the Tocks Island scheme. If the dam is built, the site will be flooded. If, however, they become part of a Natl Recreation Area (as proposed), the dam would not be built and the mines would be preserved.

Coppertown USA, Calumet, Mich [SIAN 3:1:3, 3:5:4] is seeking funds to erect a copper miner monument. Plans call for a 35 to 40-ft. copper statue of a miner on a rock base resembling a mine entry. Inside the base a memorial room will mark the contributions of ethnic groups to the industry. Also in the works at CUSA are the acquisition of a steam hoist and the restoration of a roundhouse, a machine shop, a blacksmith shop and a warehouse.

A 15-mile section of the Whitewater Canal (1836-47) between Brookville and Laurel, Ind., has been restored by the state. The small town of Metamora has become a tourist center recreating the spirit of a 19thC canal town with canal boat rides, an operating grist mill, and the leisurely pace of village commerce.

The Nevada Public Service Comm has decreed Virginia City finally will get a modern telephone system. For the next two years, however, Bell must preserve the hand-crank system—its last—to allow interested parties to come forward with preservation proposals.

A movable bridge. The north side of 120-ft long Eagle Lake stone arch bridge in Bar Harbor, Me., was moved, but not very far. The bridge needed widening by 12 feet and the move was undertaken because Maine DOT wanted to preserve the picturesque qualities of the structure, built by John D Rockefeller, Jr in 1928 at the head of Eagle Lake, spanning a scenic carriage road through Acadia Natl Park.

Advice on how to move the 700 tons of rustic granite wall was garnered from experts in moving stone buildings. It was found that because of the solidity of the base of the wall and its rugged construction, it was feasible to move it in one piece, avoiding the traditional, time-consuming stone-by-stone process. Over 7,000 ball bearings were used in the move, and the wall was supported by 10 movable jacks.

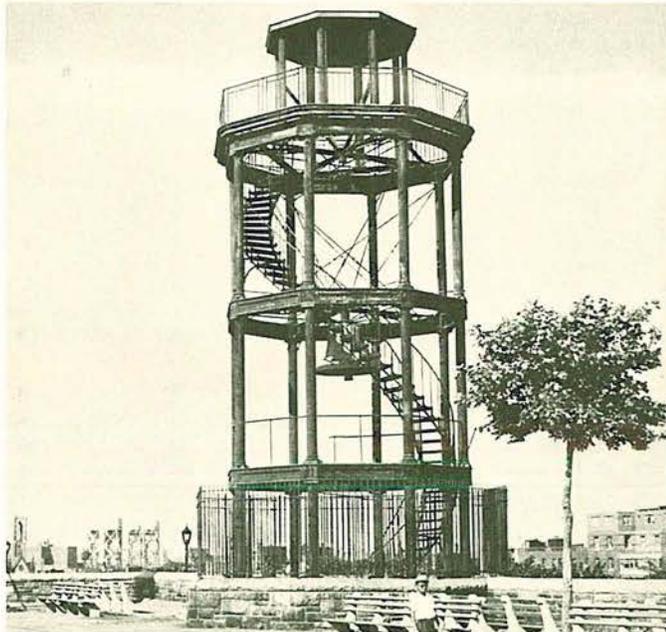
Shame of the West. Of the 66 places designated as San Francisco City Landmarks (which affords considerable protection), only *one* is of IA interest: a cable-car barn and powerhouse at Washington & Mason sts. The sole survivor of 14 such, the brick building was constructed 1885-87 for the Powell Street Ry Co and rebuilt by a successor after the 1906 fire. It still is used for cable-car repair and storage.

More than a hundred volunteers have worked to restore the rolling stock of the Wolfboro (NH) RR, an excursion line operating between Wolfboro and Sanbornville. The line has expanded its winter weekend runs to daily outings for the summer.

More on Gruber's. The vacant Gruber Wagon Works, Berks Co, Pa. [SIAN 3:6], still in limbo, has received a decided boost in the introduction of a bill (S 1497) by Sen Hugh Scott (R-Pa) to amend the authorization of the Blue Marsh Lake flood control dam that would inundate Gruber's, allowing the Corps of Engineers to "...relocate and restore intact the historic structure & associated improvements known as the Gruber Wagon Works..." Scott read into the Cong Record (22 April) strong words on the historic significance of the place. Letters of support and encouragement to Scott for his good will and sense of historical responsibility can only further such crucial legislative steps.

Moonlight Towers. In Austin, Texas, remains of a unique late 19thC system of illumination may be given a new lease on life. In 1894-95, the city installed 31 cast/wrought-iron "moonlight" towers, 165 ft high, capped by arc lights, to light the city. A recent report recommends that some of these extraordinary structures, weathered beyond redemption, be torn down at once; 16, however, apparently are salvageable, and may be thoroughly overhauled.

The Harlem Fire Lookout tower (1885) in Marcus Garvey



(formerly Mount Morris) Park, NYC, now is on the Natl Register but, reports Margot Gayle of Friends of Cast Iron Architecture, it needs prompt and thorough attention to arrest deterioration. The lone survivor of several such structures designed by James Bogardus, "inventor" of pre-fabricated cast-iron buildings, it is a forbear of today's steel-frame skyscrapers. It is, moreover, a thing of beauty, creating a "lacy silhouette against the sky" and adding character to the neighborhood. FoCIA has requested a NY state Council on the Arts grant to study restoration needs, while HAER will record the tower on 8 & 9 July.

THE GRIST MILLS

Bonneyville Mill (1832) Bristol, Ind., recently has been restored as an Elkhart Co Parks project. Work was done by local Amish craftsmen, using original construction methods and tools. Stone foundation walls were replaced and gears and other parts were hand made when they could not be purchased. The mill—now the focal point of a 160-acre park—is operating and open to the public summer and fall.

Lehigh County, Pa., recently has purchased, restored, and dedicated **Haines Mill** in Cetronia. Former owner-operator Robert Haines, who closed the mill in 1956, reactivated its water turbine after the ceremony. The dedication ceremony was one of three planned by the county this year to honor the industries central to its history: agriculture, cement, and steel.

The two other sites are **Lockridge Furnace** in Alburdis and the **Coplay Cement Kilns** [SIAN 3:6].

An unreconstructed mill, meanwhile, still grinds corn as of old in Clayton Co between Jonesboro and Fayetteville, Ga. (on GA 54). Will Mundy, 87, now operates the water powered mill his father built in 1890. It is the subject of a lively and instructive illustrated article by Earl Mathews in *Brown's Guide to Georgia*, Summer 1973.

And Now For The Bad News...

In Guilderland, N.Y., outside Albany, a proposed sewer line threatens the site of the area's early glass industry. Between 1785 and 1815 three glassworks operated in close proximity, then gave way to a woolen mill and a foundry. The archeologist for the City of Albany dug test pits in an area near the sewer line's planned path, from which he extracted c1200 artifacts. The dig, he feels, has revealed the site of the first glass factory, established by a Dutch merchant to manufacture window glass and bottles. The enterprise probably was one of the first post-Revolution industries in the US.

On 20 Mar another Ottawa IA landmark disappeared in smoke—the so-called "Carbide Building," 1890, owned by Natl



National Museums of Canada photo.

Capital Commn, in which the first mfg of the stuff took place in Canada. The Pontiac & Pacific Junction Ry was reputed to have been the first on the continent to have used carbide (generating acetylene gas) to light its trains. The structure was scheduled for eventual restoration, and recently had been used as an "embassy" for Indians protesting treatment at the hands of the govt. No prizes for guessing who set it off! *RJC.*

Passing of the El. April marked the passing of an era in Boston public transit. The Charlestown "El" has rumbled its last. Demolition of the steel elevated structure, a landmark for nearly 75 years, is expected this summer. Plans to salvage significant portions of the 4-mile stretch of track abound. The most ambitious proposal is to relocate the Thompson Sq Station, one of the most distinctive early buildings in the MBTA system, to a nearby shopping center for use as a restaurant. The wrought-iron fences around other station areas probably will go to the local historical society or the Parks Department. Kenny Square's control tower may end up at the Trolley Museum in Kennebunkport, Me.

Valley Lace Co, final holdout among the lace mills that once dotted R.I.'s textile-rich Pawtuxet Valley, has closed its doors, a victim of declining sales. The firm was located in the stone Hope Mill (1844) in the hamlet of Hope.

The Chicago, Rock Island & Pacific, once a lifeline for 13 states, has become another victim of American railroad decline. The "Rock Island Line" filed for reorganization under the federal bankruptcy act and ended service 31 March. In its heyday, however, the road knew great success. Notable among its achievements was its Mississippi River Bridge at Rock Island, Ill., 1853, the first RR span over the Father of Waters.

The span threatened the profitable riverboat traffic, and within two weeks of its completion, the steamboat *Effie Afton* rammed it. Litigation followed in which the steamboat co had the bridge declared a public nuisance. But in appeal, the young lawyer Abraham Lincoln persuaded the US Supreme Court that the bridge was legal. The Rock Island claims another historical distinction, however dubious: it was the first RR to be held up by Jesse James. CS.

DEPOTS, STATIONS, & TERMINI

Cincinnati Union Terminal to be SORTA Preserved

Just a year ago the back half (the 410-foot concourse) of the Cincinnati Union Terminal (1933) was torn down by the Southern Ry to make headroom for its "piggyback" freight operation [SIAN 1:6]. Its famous Art Deco mosaic murals, illustrating Cincinnati industries, were saved after much effort and installed (slightly truncated) in the new passenger terminals at the Greater Cincinnati Airport. The front half of the old station—the Rotunda—also appeared doomed.

But last January the US Urban Mass Transit Admin (UMTA) gave spoken (but public) assurance to Queen City Metro that \$10.2 million in federal funds will be made available for converting the two lower levels of the Rotunda into a storage and maintenance area for QCM buses. Groundwork for this rousing success was laid in May, 1973 when a local group, Save the Terminal, Inc, met with the Southwestern Ohio Regional Transit Auth (SORTA) to discuss a proposal to convert CUT into a regional transportation center. A tract north of the Rotunda is being purchased for additional storage space, and construction of a new building there should begin this year. Within the next three years, QCM will move all its operations to the Terminal complex. The overall project will be financed 80% by UMTA and 20% by city income tax revenues.

A tenant for the main Rotunda now is being sought. Possibilities include city offices, regional offices of SORTA, and most exciting, a multi-modal transportation complex, including a passenger bus terminal, airport check-in facility, expanded Amtrak terminal, and terminal for rapid shuttle to downtown Cincinnati. *PDS & EMB*.

Starrucca House

The effort to assure a bright future for Starrucca House, the imposing station-hotel (c1865) in Susquehanna, Pa., rocks along [SIAN 4:1]. The Natl Trust has awarded the borough of Susquehanna, present owner, a \$5,000 grant toward a recently completed restoration feasibility study by Day & Zimmerman, who recommend that the building be devoted to public rather than private uses, and the entire building be stabilized, with one or two bays on the east end totally restored as a demonstration project. A future tenant may be the Borough's newly reinstated public library, in need of room and seemingly ideally suited to the old station's potential

Gaylordsville's not Gainesville. Gainesville (Conn.) was noted



Stephen Raiche photo.

as the site of a small station-hotel [SIAN 4:1:1]. There's no such. In reality the town is *Gaylordsville*. Sorry.

Stephen J Raiche, Conn Historical Commn, informs us that the frame structure, in "a late country vernacular [version] of the Greek Revival idiom" was *privately* built in 1842 anticipating the coming of the Housatonic RR. Sylvanus Merwin, the builder, had gotten wind of the route, and contrived to corner the board, lodging and ticket sales markets, styling his commercial establishment "Merwinsville."

Business declined as faster trains made the food stop unnecessary, and in 1915 the RR (now New Haven), by displacing Merwin's son-in-law as ticket agent, was forced to build a new station, renaming the place "Gaylordsville." The hotel became a private residence and after 1946 was used for lumber storage. In 1971 it was purchased and sensitively restored by a group known as "Merwinsville Hotel Restoration." It now is used as a community meeting place. A Natl Register nomination is pending.

Boston's South Station may yet be saved. The Mass. Historical Commn has approved its nomination to the Natl Register, a prerequisite to receiving financial assistance from the Federal DOT to integrate the structure into a modern, comprehensive transportation complex.

The Station was completed in 1899, the city's first—and only remaining—monumental public building in the Neo-classical style. It was designed by Shepley, Rutan & Coolidge, successors to H H Richardson, but drew its inspiration chiefly from C B Atwood's Terminal Station at the 1893 World's Columbian Exposition in Chicago. The facade is crowned by a celebrated 8-ton granite eagle.

Wilkes-Barre, Pa. The Central RR of N.J.'s splendid towered, multi-gabled depot of 1868, abandoned to its fate in 1963, has been 1) put on the Register, and 2) taken in hand by a consortium of Jr Chamber of Commerce folks and plain old rail fans, who are restoring it for some worthy, but as yet indeterminate, purpose, saving it from once certain demolition (see it in Ranulph Bye's *The Vanishing Depot*, p. 7 [SIAN 2:5:5]).

Componential reuse. When a Louisville & Nashville freight depot in Nashville, Tenn. was demolished several years ago, the 44-ft-span timber roof trusses were incorporated into the new Ethbridge Church of Christ, Lawrence Co, 70 miles to the SW.

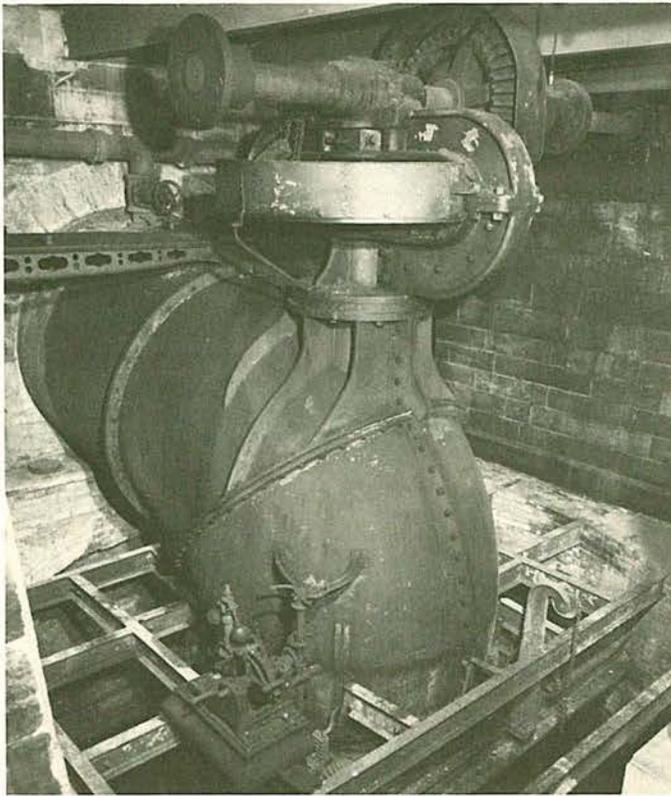
Nashville Union. There is more than country music in Nashville. An all-day workshop on 3 May considered the revitalization and adaptive reuse of Union Station in particular and the reuse of old railroad stations in general.

"Federal Programs for Assistance in the Adaptive Reuse of RR Stations." Publ by the Advisory Council on Historic Preservation (Suite 430, 1522 K St NW, Wash, DC 20005). Another product of the RR Station Conference of last July [SIAN 3:5], describing ability to help this cause of: AC on HP; Hwy Admin; Agriculture (!); Treasury; Commerce; HUD; TVA; Natl Trust, &c &c. 18 pp, some good notions.

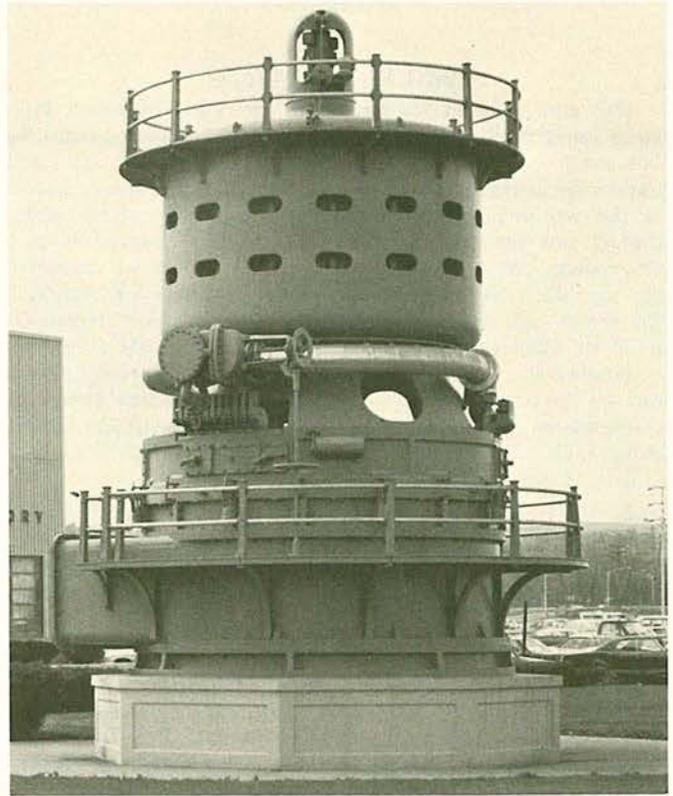
Alabama: Southern's ex depot at Lincoln has been moved to the city park and will be refitted as a civic center. . . and Montgomery is actively chewing on the report of a local committee recommending various reuse schemes for the spectacular Union Depot [SIAN Suppl 7].

The "Bulletin" of the RR Station Historical Society (Sept-Dec) carries a listing of all stations on the Natl Register. There are a gratifying 85, representing 34 states and the D of C. Maryland leads with eight entries: Cumberland (WM); Baltimore (Mt Clare & Mt Royal); Point of Rocks; Laurel; Ellicott City; Oakland; Rockville (all B&O).

"Even if it's the 11th hour, you can succeed," Jacqueline Onassis told a crowded news conference called last Feb by a citizens' group trying to save NYC's Grand Central Terminal. "I think it's so terribly important—what we're trying to do here today. . . I care desperately about our past old buildings," Mrs O said, in the terminal's oyster bar at the launching of a movement to prevent demolition following invalidation, by a state supreme court justice, of GCT's status as a city landmark. *Washington Post*.



102-inch, 800 HP Boyden turbine at Harmony Mill. *Jim Shaughnessy photo.*



5000 KW Curtis Turbine, 1903. *General Electric Co photo.*

IA RECOGNITION, DESIGNATION, &c

The American Society of Mechanical Engineers has designated three additional sites & structures Natl Historic ME Landmarks, bringing the total of these to six. On 22 March the Portsmouth (N.H.)-Kittery (Me.) Naval Shipbuilding Activity, better known as the Portsmouth Naval Shipyard, site of ship construction since 1774, was named. On the site are 11 buildings of historic engineering significance, built between 1826 and 1904. On 28 May, at a dual ceremony, two additional landmarks were named:

At Cohoes, N.Y., a pair of Holyoke Machine Co 800-HP Boyden-type vertical hydraulic turbines with 102-inch runners, built c1872, in the No 3 Mill of the (former) Harmony (cotton) Mills, believed to be the largest ever built for direct mechanical drive and the largest 19thC wheels of any type to survive.

At Schenectady, a 5000 KW Curtis vertical steam turbo-generator, built 1903 for the Commonwealth Electric Co's Fisk St Station, Chicago, and, succeeded by a larger unit, returned in 1909 for memorialization at the works of General Electric, its builder. At the time the largest steam turbine in existence, it was almost absurdly smaller than an equivalent engine-generator, and was instrumental in the supplanting of reciprocating prime movers by turbines for electricity generation. (By way of indicating the succeeding development in this branch of ME, GECo is building a turbo-generator with capacity of 1,300,000 KW, 260 times that of the Fisk St unit.)

An illis monograph on the shipyard is avail from Forrest Lange, 1196 Woodbury Ave, Portsmouth, NH 03801 for \$1; and ones on the turbines (prepared by Prof Euan Somerscales [SIA]) from K. Garvin, ASME, 345 E 47th St. NYC 10017, gratis.

The American steel industry's first electric furnace, "Old No. 1" [SIAN 1:4], is gone from the front lawn of Crucible Specialty Metals Divn of Colt Industries, Solvay, N.Y. On display there since 1944, the furnace had to make way for a

new road, and now is on view at the Crucible Material Research Center, Pittsburgh.

Empire Mine, Grass Valley, Calif., an extensive hard-rock, deep-shaft gold mine operating 1850-1957, has been designated a state historic park. 777 acres of the site have been purchased, including the owner's mansion—to become an interpretive center; the mine office; a fully intact machine shop; and some pithead gear. The stamp mills that pulverized the gold-bearing quartz ore have, unfortunately, been removed, although their foundations remain. Two other Calif. state parks commemorate the gold industry: Marshall Gold Discovery Site, Coloma, and Malakoff Diggings nr Nevada City [SIAN 3:5:5].

Recent Additions to the National Register (See also "Regional Notes" and "Stations," above)

The entire Old Croton Aqueduct, Westchester Co & NYC, N.Y., 1836-42. Most of its original aqueducts, culverts and control structures survive, all to be recorded by HAER this summer.

Brierfield Furnace, Bibb Co, Ala., 1861-c1900, during the Civil War produced up to 25 tons of pig daily, for naval ordnance. Site includes ruins of the furnace stack, coke oven, nail factory, tramway, and ore beds.

Byler Road, Alabama's first state road, 1822, between Tuscaloosa & the Tennessee River at Muscle Shoals. Only a half-mile of the original route survives, in Tuscaloosa Co, now owned by the county, to be made a historic drive.

Green Sergeant's Covered Bridge, crossing Wickecheoke Creek, Hunterdon Co, N.J., last in the state, 1872, first N.J. bridge on the NR. (Short article in NJ Hist Commn *Newsletter* by Terry Karschner [SIA]).

Savage Mill Historic Distr, Howard Co, Md., taking in the Savage Mill, c1820-1948, corporation housing, and the sole surviving Bollman (iron) truss bridge (1869).

B&O Museum Reopens

The long awaited reopening of the B&O Museum, Baltimore, took place in May, an event of dual IA consequence, for not only has their superlative collection—likely the most important assemblage of early motive power and rolling stock in the world—been refurbished and to some extent reinterpreted, but the physical plant has been renovated at quite astonishing cost. [SIAN 2:4:1]. This consists, of course, of the legendary Mt Clare Station of 1830—oldest RR station in the world—and the stunning Circular Car Shop, erected by the B&O in 1884 to build and repair cars. The entire project, conducted in cooperation with the City of Baltimore, ought not to go unnoticed as an example of corporate-municipal cooperation of surpassing enlightenment, that already reflects glory, and will surely reflect more tangible benefits, on both houses. (Open 10-4 Weds-Sun) . . .

while the Pennsylvania (State) RR Museum, Strasburg, whose new building to house another distinguished collection of PRR (& other) locomotives & cars has been forever in planning and construction, finally has opened its doors, quietly and without formal fuss.

Ecomuseum

In SIAN 2:6 we noted briefly the opening in 1973 of France's Museum of Man and Industry, the extraordinary nature of which deserves further comment. The following is extracted from "A Living Museum," by Kenneth Hudson [SIA] in New Society, 27 Feb.

The Museum of Man and Industry is an "ecomuseum," whose collections include everything existing within a given area of land. Its boundaries are those of the Burgundian communities of Le Creusot and nearby Montceau-les-Mines. The area's 150,000 inhabitants, their possessions, and their activities constitute a living museum. With the guidance of a small professional staff, the population is planning and effecting the historical preservation and revitalization of the locality.

The local history lends itself easily to museum-style interpretation. For c150 years prior to 1945 the Schneider armament plant and related mines were located there. A royal chateau and 18thC glassworks provide a headquarters for the museum. Buildings representative of every possible historical period, social stratum, and activity have been studied and marked for sightseeing routes.

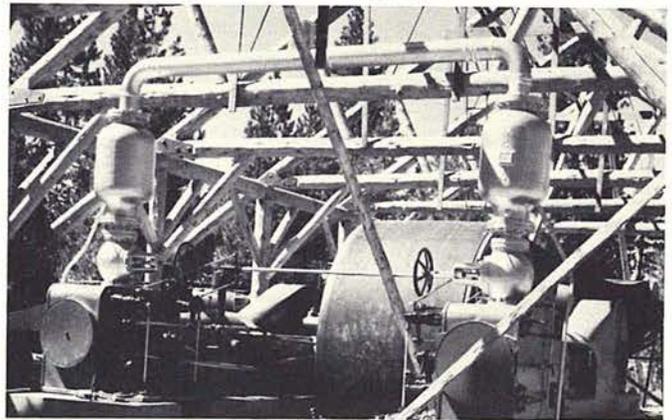
While the museum's concept is innovative, its activities are essentially traditional. Projected programs include exhibits; a survey of the area's buildings, districts and natural spots; restoration of several monuments important in the history of technology; and an industrial archive.

When Schneider closed down after WW II, Le Creusot—Montceau-les-Mines suffered acute and lingering economic decline. Although not the only reviving factor, the Museum has given a new purpose to the area and may serve as an example of community self-help to other once-prosperous industrial areas numbed by hard times. CS

Loom. The Merrimack Valley Textile Museum, N Andover, Mass., has acquired from the former Juniata Woolen Co, Lutzville, Pa. a rare power woolen loom manufactured c1864 by M A Furbush Co, Philadelphia. It is similar to the original Crompton fancy loom of 1840 that made multi-harness hand looms obsolete. One of the oldest power-driven woolen fancy looms surviving the 19thC, the MVTM specimen is of the same age as two other looms at the Watkins Mill State Park, Lawson, Mo. [SIAN 3:3:4], regarded as the oldest extant.

Black Powder. Restoration of the Hagley Museum's DuPont black powder yard advances. Destined for exhibit is a recently acquired 37,500-lb powder press for the press house—from Ohio's Austin Powder Co—one of five surviving in the US.

Stout Abner. Collier State Park Logging Museum near Klamath



Falls, Ore. [SIAN 3:1:3] is the new home of "Stout Abner," a 1917 Allis-Chalmers twin Corliss engine. Moved in pieces 105 miles from Weed, Calif., the 1500-HP, 58-ton giant retired in 1964 after 47 years of operation at the International Paper Co (formerly Weed Lumber Co, for whose founder "Stout Abner" is named). Abner single-handedly powered four band mills, plus conveyors, edgers, trim saws, and a lath mill, during his career sawing 40-billion FBM of lumber. His flywheel measures 12 ft in diameter. The three-ply, 3000-lb 6-ft-wide driving belt is 429 ft long.

MISC NOTES

Opportunities for Spending

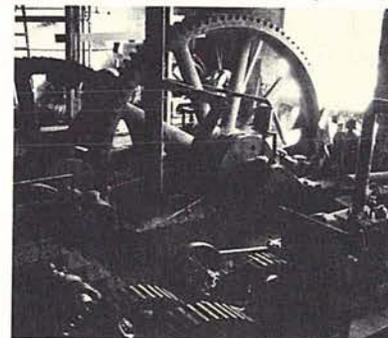
London Bridge as the thin edge of the wedge: The steam pumping machinery furnishing the hydraulic pressure to lift the bascules of Tower Bridge, London, 1894, has been superseded; one unit left in place as an exhibit, the other 3 offered for sale. This is Victorian mechanical engineering at its most refined, worthy of any museum. Write: City Engineer, Corp of London, Guildhall, and . . .

A horiz tandem-compound condensing engine by Turnbull, Grant & Jack (Dublin?), 1887, is offered for sale by John Lockes Brusna Distillery, Kilbeggan, Co Westmeath, Ireland, along with a "vertical steam pump and steam driven feedwater pump by George Watt, Ltd, Dublin," and . . .

T T Crook, Ltd, 187 Derby St, Bolton BL3 6JT offers a 10" x 20", 120 rpm, horizontal engine built c1865 by ?, with riding cutoff controlled by Porter-type governor. Delivered to E Coast, US: \$6500, and . . .

Ellenroad Ring Mill, Ltd, Newhey, Rochdale, Lancs OL16 4JU offers to sell a 2500 HP double-tandem-compound mill engine built 1892 by J & W McNaught, new cylinders & valve gear in 1921, 28-ft wheel grooved for 44 ropes.

Steam-powered marine railway machinery available, to legiti-



Eric N DeLony photo for HAER

mate museum: Thames Shipyard, New London, Conn. Large & heavy, c1903: 2 Houston, Stanwood & Gamble engines; Robert Poole chain winches; boiler; later C-P air compressors. As-is where-is. Inspection and info: Lt Cmdr E H Bonekemper, III, Staff Legal Officer, US Coast Guard Academy, New London, CT 06320.

Archival Collections

Philadelphia Gas Works, incl many glass-plate photos. At Univ of Penna., Dept of American Civilization.

Reading (RR) Co: 530 vols of accounting records (1816-1926); 620 letterbooks (1844-1914); 450 lin ft of incoming correspondence on engineering & operations. At Eleutherian Mills-Hagley Library, Greenville, Wilmington, DE 19807.

General collection on transportation history—MS, printed & graphic, at the Transp History Fndn, Univ of Wyoming, Laramie.

Great Northern RY & 250 of its subsidiary RR, mining, logging, steamship, utility & land companies: 15,000 lin ft of corresp, financial records, &c, 1856-1970. Minnesota Hist Soc, 1500 Mississippi St, St Paul 55101.

Russell I Fries [SIA Secy] has taken leave-of-absence from the History Dept, Univ of Me., to accept directorship of Paterson, N.J.'s Great Falls Historic Distr, under the city Community Development Agency. The project will attempt to redevelop the buildings, open space, and the raceway hydraulic power system, combining industrial reuse, recreation, and historic preservation.

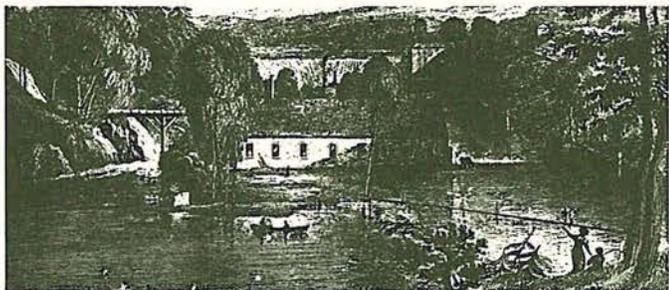
Phillip W Hyde has been appointed by its trustees the first director of the Preservation League of N.Y. State, whose mission is to coordinate organizations and individuals concerned with the continued vitality of the historic environment in the state. PLoF NYS, 130 Spring St, Rochester 14608.

Arthur C Townsend has resigned directorship of the Md. Historical Trust to become Exec Director of the nascent Watkins Community Museum, Lawrence, Kans., and Adjunct Prof of American Studies at Univ of Kan. The WCM, Townsend assures us, will strongly emphasize the IA of Kansas.

With very real regret we note the recent death of Manville B Wakefield of Grahamsville, N.Y., artist, teacher, and author of the monumental, definitive, exquisitely illustrated history of the Delaware & Hudson Canal, *Coal Boats to Tidewater* (1965 & 71).

Creative position sought: historic preservation program; historic resources identification; protection; planning; &c. Carol Poh Miller, 1714 Randall Rd, Cleveland, OH 44113. (216) 651-6354.

Research Inquiry: Barclay's Iron Works, Ulston—where might



it be? Plate from John H Hinton, *Hist & Topo of the US*, London, c1830 (and in later Engl & US edns). No apparent reference in text to this scene, the only one in the work of an industrial site. No "Ulstons" appear in any current or historical gazetteer seen, Daniel D Reiff, Dept of Art, State Univ College, Fredonia, NY 14063.

Rail sought. Reusable mine rail, 8 to 16 lbs/yd + fishplates & spikes, up to 3/4 mile. Tax deductible; R L Johnson, Rt 1, Box 265-A, Rossville, GA 30741.

The Business History Conference—welcomes members with a wide range of interests incl business & economic historians, & scholars concerned with the history of, *inter alia*, transporta-

tion, technology, labor &c. Annual meeting, papers. Info: Secretary-Treasurer, B.H.C., Grad School of Business 670, Indiana Univ, Bloomington 47401.

What can we possibly say in response? Dept. For a new plaza in downtown Columbus, Ind., well known as a forward looking community, kinetic sculptor (i.e., the *sculpture*, not the artist, is kinetic...or is it the other way around...) Jean Tinguely, on commission, has completed *Chaos I*, a 30-ft high, 7-ton, \$130,000 fabrication of scrap metal parts, motor driven, that "roll, hammer, turn, and rattle onlookers into fascination." The director of the Indianapolis Museum of Art claims that "...it is the most important piece of sculpture of the 2nd half of the 20thC."

Education

2nd IA Institute, Rensselaer Polytechnic Institute, 13-18 July, concentrating on Transportation in the Hudson-Mohawk Region. Flyer: Office of Continuing Studies, RPI, Troy, NY 12181.

Univ of Vermont Graduate Education Prog. Next fall UVM will begin a program leading to an MA, in the conservation and improvement of the man-made environment. It will utilize Vt. as a working lab, for studying conservation of the Nation's smaller cities and rural areas. The core curriculum will focus on historic preservation problems & techniques, land-use planning, administration, and community advocacy work. The program—open to qualified participants from a wide variety of preservation-related backgrounds: architecture, history, law, planning, education, &c—will be directed by Chester H Liebs [SIA Bd], Asst Dir of the Vt. Divn for Historic Pres. The program will receive some funding from the NEA and the Eva Gebhard Gourgaud Fndn. Applications now being accepted: Samuel Hand, Chrmn, Dept of History, UVM, Burlington 05401.

Events

Southern Steam Runs. Through Oct: Southern Ry, a wide variety of trips behind 4501 & 722: Va., N.C., Ga., Ky., Tenn. Schedule: SRy Pass Dept, 40 Marietta St NW, Atlanta, GA.

Yankee Steam-Up. 26 July. Antique hot-air, steam & gas engines, large & small, steam roller. Merriment with the Merriams. New England Museum of Wireess & Steam, E Greenwich, RI 02818. (401) 884-1710. Flyer avail.

Society for Historical Archeology/Intl Conf on Underwater Archeology: Joint Annual Conf. 7-10 Jan 1976, Univ Museum & Univ Hilton, Philadelphia. Info from Chrmn: John L Cotter [SIA], Univ Museum, Phila, PA. 19174.

Cartography

UTM official. The US Geological Survey has announced that the Universal Transverse Mercator Grid System [Data Sheet 1] will be officially encouraged wherever appropriate, stating: "Although different systems will be used to meet different needs, there are obvious advantages to the maximum use of a single plane coordinate reference system. For compatibility with future trends in mapping, the system should be in metric units... Accordingly, the USGS intends to encourage adoption of the UTM system as the basic reference for use with the products of the Natl Mapping Prog...[showing] a full fine-line UTM grid on its published maps at 1:1,000,000 or larger..."

The convenience of this system for identifying sites—compared to the traditional coordinates of Lat & Long—can be appreciated only by those who have used both. *PHS*.

Nautical Chart Reissue. To commemorate the American Bicentennial, the Natl Ocean Survey, Dept of Commerce, has reprinted from the original copper plates 45 coastal charts covering 22 states, DC, & PR, issued between 1845 & 1912. From each plate between 80 and 200 numbered prints have been pulled, to be offered for sale after 7 July. Lithographic versions also are offered (in unlimited quantity), plus a series of 16 engravings of prominent Washington structures as they appeared, or were proposed, in 1856. At least one chart for

each coastal state has been selected, as well as several of special features such as the Phila waterfront (1899), Hampton Roads, Va. (1894), and the San Francisco Peninsula (1869). Several early maps of Washington, including Ellicott's of 1800, are in the series. Engravings: \$5-15; lithos \$3.50. Catalog illus each chart: NOC, Distrib Divn (C44), Riverdale, MD 20840.

Map resource, perhaps not so well known: US Geological Survey 1:250,000 series: c0.8 in = 1 mile; 2° of long. (c80 miles) wide x 1° of lat. (c50 miles) high. All RRs; nearly all passable roads; topog; some culture. Average 8 years old so not all interstates. Index from USGS, Wash DC 20242.

MARINE NEWS

Lightships. The Portland (Me.) and Boston lightships recently have been replaced by flashing buoys, leaving only two in the U.S.: Nantucket Shoals, Mass. and at the mouth of the Columbia River, Ore. There were a peak of 56 in 1909.

CN's Alaska service to end. At the close of the 1975 season,

Canadian Natl Steamships' Vancouver-Alaska cruise service, launched by a predecessor co in 1916, will be dropped due to operating losses, competition (there are 7 other operators), and the age of the line's sole vessel, the 5,812-ton *Prince George*, built 1948.

SS South American, 2600 tons, 321 ft, built 1914 in Ecorse, Mich. for the Chicago-Buffalo run, retired 1967 from the Buffalo-Duluth run and moldering since at a Camden, N.J. scrapper, has been bought for \$200,000 by retired newspaper publisher William S Mellus. She will be towed back to the Lakes, for \$1.5 million refitted to her original high state of glory, and berthed at posh Mackinac Island, Mich. as a floating luxury hotel.

Yet more on the Monitor [SIAN 3:4 & 3:6]. Her resting place, 16 miles off Cape Hatteras, N.C., now identified beyond doubt and the impossibility of raising her intact established, has, for a mile square all around, been declared by the Park Svc the first Natl Marine Sanctuary, in which no exploration or salvage can be conducted (legally) without govt approval & permission.

THE 1975 ANNUAL CONFERENCE—BALTIMORE

Lack of time prevents publication of the traditional Conference Supplement this year, the following brief account offered in its stead.

It got off with a wine & cheese reception at the elderly Lord Baltimore, the city's sole remaining hostelry in the Grand Manner, at which we were welcomed by Wilbur H Hunter, Director of the Peale Museum and Baltimore City Historian, who pointed out the richness of the region's IA, surviving in the wake of 200 years' development of the iron, steel, copper, textile, food processing, machinery, shipbuilding, chemical, architectural ironwork, bridge building, shipping, and railroad industries. He then presented Edward R Oppel, Head, Bureau of Construction Mgmt, Baltimore Dept of Public Works, who described and illustrated the current project to restore the great dome of the City Hall, both framed and clad in cast iron designed and fabricated in Baltimore, during which the sheathing plates are being removed, to be repaired, painted, and replaced. Some of the small fastenings removed in the course of the work were brought along by Mr Oppel and distributed as souvenirs of the occasion.

On Saturday, at the neo-Baroque Engineering Center—the former Garrett-Jacobs mansion (1884 & later), designed originally by Stanford White—were delivered 13 papers and other presentations, several on local IA, and including a brief description of the SIA's Bibliographic Project and the premiere of the SIA slide film on the adaptive use of obsolescent industrial structures: *Working Places*, by John Karol [SIA], which was received with unbridled enthusiasm. [A distribution scheme is in planning, to be announced in the SIAN shortly.] Lunch and the Annual Meeting followed the morning session. The principal matters of Society business were ratification of the Constitutional Amendment covering the formation of local chapters (see SIA Affairs, below), and election of the new officers and board members:

President (to 1976): Paul E Rivard, Director, the Rockwell-Corning Museum, Corning, N.Y. BA Univ of Me.; MA Cooperstown Grad Prog. Born Sanford, Me. 1943.

Vice Pres: Richard M Candee, Researcher in Architecture, Old Sturbridge Village, Sturbridge, Mass. BA Oberlin Coll; MA Cooperstown Grad Prog; MA Univ of Penna; PhD cand Univ of Penna. Born Plainfield, NJ 1942.

Past President (to 1976): Chester H Liebs, Asst Director, Vermont Divn for Historic Preservation, Montpelier. BA City Coll of N.Y.; MA cand Columbia Univ. Born St. Albans, NY 1945.

Secretary (to 1978): Russell I Fries, Director, Great Falls

Historic Distr, Paterson, NJ. BA Yale; MA, PhD Johns Hopkins. Born Glen Ridge, NJ. 1941.

Treasurer (to 1978): Courtney Fisher, Historic Preservation Specialist, Vermont Divn for Historic Preservation, Montpelier. BA, Dickinson Coll; MA cand Columbia Univ. Born Boston, 1946.

New Directors:

James C Massey (to 1978), Director, Dept of Historic Properties, Natl Trust, Washington. BArch, Univ of Penna. Born San Gabriel, Calif. 1932.

George M Notter (to 1978), principal, Anderson Notter Assoc, Inc (architects), Boston. BA, MArch, Harvard. Born Jacksonville, Fla. 1933.

Standing Directors:

Emory L Kemp, (to 1977) Prof. Dept of Civil Eng, W. Va. Univ, Morgantown. BS Univ of Ill, D I C, London, MS Univ of London, PhD Univ of Ill. Born Chicago 1931.

Dianne Newell, (to 1977) Historical Researcher, Ontario Heritage Fndn, Toronto. BSc Ottawa Univ; BA, MA (Canadian Studies) Carleton Univ. Born Ottawa 1943.

Eric N DeLony, (to 1976) Principal Architect, Hist American Engineering Record, Washington. BArch, Ohio State Univ; MA cand Columbia Univ. Born Marianna, Fla 1944.

Theodore A Sande, (to 1976) Director of Professional Services, National Trust, Washington. BArch R.I. School of Design; MArch Yale; PhD Univ of Penna. Born New London, Conn. 1933.

Editor, IA: Emory L Kemp.

Editor, Newsletter: Robert M Vogel, Chairman, Dept of Sci & Tech, Natl Museum of History & Tech, Smithsonian Instn, Washington. BArch Univ of Mich. Born NYC 1930.



Waiting for trains that never come in. Board members Notter, Sande, Newell, Liebs, Fisher, DeLony, & Fries, at Mount Royal Station (1896), Baltimore.