Fires continue to incinerate significant historic industrial structures with mind-numbing regularity. Since Paterson’s devastating blaze was reported in the last SIAN, fire has damaged or destroyed a railroad station in Richmond and mills in New Hope, Pa., and Minneapolis, including a flour mill viewed during last spring’s SIA Annual Conference.

Perhaps most shocking was the damage to Richmond’s spectacular Main Street Station [NHL], a 1901 French Chateauesque depot of the Seaboard Airline/Chesapeake & Ohio RR. The six-alarm blaze on Oct. 7 destroyed the five-story building’s top floor and roof and badly damaged the fourth floor. SIA members will be relieved to hear that the adjacent, long span, metal, trussed-roof trainshed was untouched.

Main Street Station was documented by HAER in 1971 and closed to rail service in 1975. Its significant trainshed was among the group of surviving LSMTR trainsheds that received landmark designation in 1975 [SIAN Sept./Nov. 76:2]. HAER documentation probably will be used during the structure’s restoration, according to Eric DeLong [SIA].

A $10-million renovation project to convert the depot into an outlet shopping mall with restaurants and more than 70 shops was expected to move ahead. National Park Service approval for a 25 percent tax credit had been received only a week before the fire, and developers speculated that the fire damage might offer increased tax advantages.

On a Friday evening exactly two weeks later, Oct. 21 (and a mere football field’s distance from another significant trainshed), the Crown Roller Mill (1880) in Minneapolis was gutted by an awesome four-alarm fire whose flames reached 45 ft. above the 100-ft. building. To the historian-observer, the orange-red nighttime scene appeared as an uninvited living history reenactment of the 1878 Minneapolis Mill Explosion which ripped apart the same industrial neighborhood. The next day’s gaping ruin was startlingly similar to photographs of the earlier disaster.

Annual Conference attendees will recall the square, cream-brick flour mill from their walking tour of the West Bank Milling District, part of the city’s St. Anthony Falls Historic District [NR] on the Mississippi River. The Crown is one of the five surviving flour mills in the historic waterpower milling district, and is located

Continued on next page
within sight of two National Landmark mill complexes, Pillsbury and Washburn Crosby, both untouched by the fire. Conversion of the mill to an apartment/office complex had been planned.

With its timber framework burned to the ground floor level, the question of saving the unstable brick shell from the wrecker’s ball proved to be a controversial question of safety versus irreplaceable history. For the present, the city council has authorized funds for structural stabilization while restoration money is sought. Successfully arguing for the mill’s preservation were a councilwoman who is also a professional historian, along with Jeffrey Hess [SIA & conf. tour leader], State Hist. Pres. Office representatives, and historic district developers.

The Union Mill Paper Mfg. Co. building (1880) in New Hope, Pa., was partially destroyed by fire on Nov. 13. The two-story factory was slated for conversion to a hotel/conference center. Each of the above fires was of undetermined origin, with arson strongly suspected both in Richmond and Minneapolis.

TICCIH REGISTRATION STILL OPEN

The pre-registration deadline has been extended to Feb. 29 for Industrial Heritage ’84, the SIA-sponsored fifth international conference on the conservation of the industrial heritage (TICCIH). Based in Lowell, Mass., IH’84 takes place June 8-14, just prior to the SIA Annual Conference in Boston, June 14-17.

Included are three days of working sessions and general assemblies, involving IA professionals from throughout the world, at which every registrant will have the opportunity to make a 20-min. presentation. Complementing the working sessions are three days of tours, all organized by SIA members: Lowell (Charles Parrott); North Coast: Mass., N.H., Maine (Laurence Gross and Richard Candee); Merrimack Valley (Paul Hudon); and Rhode Island and S.E. Mass. (Patrick Malone). These are new, expanded tours, covering sites and territory not seen on earlier SIA visits to New England. [See SIAN Spring-Summer 83:9 for a detailed conference description, including tours and working session topics.]

Registration is $300, including a $50 pre-registration fee to be submitted with a one-page abstract of the intended presentation. The $250 balance is due April 30. The registration fee covers: all lodging and most meals for six days, including banquet, receptions, Lowell accommodations, and Boston excursions; transportation for tours and meetings; National Reports, a published volume on international IA; tour guidebooks; Conference Proceedings, a volume of selected papers and summaries of working sessions; abstracts of presentations; program and list of participants.


S.V.

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CONTRIBUTORS TO THIS ISSUE
SIA AFFAIRS

THE '83 JOURNAL. IA, the Society's annual journal, will be mailed to members in the first quarter of 1984, reports David Starbuck, editor, who also requests article submissions for the next issue. Write Starbuck at the Dept. of Anth. & Soc., Rensselaer Polytechnic Inst., Troy, N.Y. 12181 (518-266-8503).

NEH CURRICULUM PROJECT. Nicholas Westbrook, chairman of the oversight committee, assumed the duties of project director, following the resignation of Michael Folsom.

CHAPTER NEWS
A report of recent activities comes from chapter coordinator Thorwald Torgersen. Send news notes, especially on upcoming events, to the Editor, SIAN, or to Torgersen (PO Box 429, Hackettstown, N.J. 07840).


Reprinting of the HAER bridge truss poster, first published by Montgomery C. Meigs Original Chapter, has been financed by Roebling. Send $4 + post. to Nanci Batchelor, 203 N. Burlington St., Bordentown, N.J. 08505.

Roebling will host the 1985 SIA Annual Conf. in Newark.

SOUTHERN NEW ENGLAND. Members are deep into planning and organizing for the 1984 SIA Annual Conf. and TICCIH meeting.

PHILADELPHIA. Phila.-area members had an initial meeting in June with tours of the Reading Terminal and the MASCO laboratories at the Univ. of Pa. For Phila. chapter info. contact Mike Harrington, 136 Hartford Rd., Mt. Laurel, N.J. 08054.

OTHER CHAPTERS. If you live in one of the following areas and are interested in forming a local chapter, write the contact person.

-Pa. Anthracite Region: Mike Costellano, RD #1, Box 298, Tunkhannock, Pa. 18657.

-South Jersey: Don Pettifer, Wheaton Village Museum, Millville, N.J.

-California: Betsy Morant, 61 W. Bonita, Sierra Madre 91024 or Wendy Fearing, 7966 Marin Ave., Berkeley 94707.


NEWS OF MEMBERS
A busy SIA president is Larry Lankton, recently appointed head, that's the official title, of the Dept. of Social Sciences at Michigan Tech. Terry Reynolds, late of Univ. of Wis., is also to become Larry as director of Michigan Tech's Science, Technology & Society program. Each is assoc. prof. of ST&S.

Meanwhile, Larry is now Technology & Culture's exhibit review editor, replacing Merrit Roe Smith. Gary B. Kulik was appointed a T&C advisory editor.

"Salt Haying, Farming, and Fishing in Salisbury, Massachusetts: The Life of Sherb Eaton (1900-1982)," by Betsy Woodman, won the Essex Institute's third annual Historical Collections prize. Betsy's article appeared in the July 1983 issue of EIHC.

Richard Candee, an SIA past president, was awarded a $3,000 grant-in-aid by the American Assn. for State & Local History to study Atlantic Heights, an early 20th-C. planned industrial village in suburban Portsmouth, N.H.

At the Smithsonian's Natl. Museum of Am. Hist., SIA v.p. Helena Wright, formerly at Merrimack Valley Textile Museum, now is curator of graphic arts, while Steven Lubar, past curator at Charles River Museum of Industry, is serving as research assoc. in the preparation of the NMAH exhibit on American industrialization. Brooke Hindle heads that project.

MYSTERY MILL

Can anyone identify the stone mill in this oil painting? Titled "New England Factory Scene," it is signed lower left "J.T. Copcochan 1886," 16 x 25 ins. on academy board, and framed in a 2-in. rosewood veneer frame. If you think you know, write Kenneth M. Newman, The Old Print Shop, 150 Lexington Ave., N.Y., N.Y. 10016 (and send a copy of your letter to the editor, SIAN).

If you'd like this painting on your wall, it retails for $3,000.

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WAY OUT WEST FOR FALL TOUR '83

Taking a quantum leap west for the annual Fall Tour, the SIA headquartered at the Hilton Inn, Colorado Springs, on Thursday, October 13, anticipating a weekend packed with new IA. That evening, Peter Molloy [SIA], tour coordinator and displaced New England Yankee, heartily briefed 40 eager IA buffs on the history of Colorado mining and iron technology. New faces from the West Coast were visible among the tourgoers, many of whom were experiencing their first SIA event.

FRIDAY, our traditional process-tour day, began bright and early in the crisp fall air. During our event-packed day we were completely immersed in both the social and physical history of the gold-mining industry.

Manitou Springs Power Station, since 1900 in continuous operation at the base of Pikes Peak, was the first stop. Detailed inspection of the power house revealed two Pelton impulse water turbines with double buckets which utilize run-off water from Pikes Peak. These wheels operate with low volume (38 c.f./sec.) and high pressure (1,250-ft. head), to produce totally 2.5 megawatts of power.

The base station and equipment of the Pikes Peak Cog Railway was directly across the street. The rigorous schedule permitted only a short inspection before we crowded back onto the bus for the next stop.

CRIPPLE CREEK, once a gold-mining boom town, took us high into the mountains with several photo stops enroute to record the spectacular mountain ranges and golden aspen. In Cripple Creek, we picked up local historian Ray Drake, author of The Last Gold Rush, a detailed history of the Cripple Creek and Victor gold-mining district.

Despite its touristy flavor, Cripple Creek retains its essence and history as a major gold-mining community. Following lunch at the Red Lantern Restaurant, our western adventure took us to a tour of the Carlton Mill, once the largest gold-milling operation in the world. Now being refurbished by the Hecla Mining Co., this mill will be back in operation in 1984. On the road from Cripple Creek we passed many closed mines, often with head frames still intact. We arrived in VICTOR, a semi-ghost town of past mining glory, once home to Jack Dempsey as he trained for his first fight. Walking the silent streets, with remnants of gold mines and head frames visible everywhere, it was easy to imagine the heyday of this important mining town that once saw dozens of trains arrive and depart daily. Today, victim of a dead economy, Victor’s significant architecture is steadily deteriorating.

The MOLLIE KATHLEEN GOLD MINE provided Friday’s high spot—our descent deep into the earth at this intact, former gold mine in Cripple Creek. What an experience! In groups of ten, we were compressed into a miner’s cage and lowered, in darkness, 700 ft. down the shaft. The drifts, timber shoring, and overall close quarters, offered an authentic mine experience. By the time we returned topside we all had mining history and its technology in our veins. Our return trip to Colorado Springs took us through the
Garden of the Gods, exciting mountains of sandstone formations and a favorite haunt of rock climbers.

**FRIDAY EVENING**, Pete Molloy hosted a barbecue at the Western Museum of Mining & Industry, of which he is director. Outside, we were greeted by a recent acquisition, a 1918 Osgood steam shovel which formerly worked at the CFI open pits in Colorado. A sumptuous meal was enjoyed around a Corliss steam engine, the centerpiece of the new Exhibit Building. Opportunities to pan for gold were coupled with a tour of the WMM&I Mill Building and a demonstration of its operating mining equipment.

**SATURDAY MORNING**, our bus drove us north toward Denver and into the mountains for another western adventure. The Edgar Mine at Idaho Springs, known as the Experimental Mine of the Colorado School of Mines, was the first stop. Led by a gregarious mining student, we ventured into this underground classroom for approximately 1,300 ft. and traversed its various tunnels, which lie 1,200 ft. below the surface.

We learned that the average temperature of most mines is 52°F. Each of the various operations of the mining cycle was fully described, including drilling, blasting, and mucking or removing the blasted rock. Readily apparent were the hazards even of modern mining.

In the 1870’s, the Edgar Mine produced high-grade silver and some gold, lead, and copper. Since 1921, it has served as an operating mine for students who undertake actual mining operations, including the testing of new mining equipment and techniques as well as government experimentation and occasional filming of commercials.

We lunched at the recently restored Teller House in CENTRAL CITY, a community encompassing some of the state’s earliest Anglo architecture. Merrill Wilson [SIA] directed a tour of this early gold-mining town with its many cast-iron storefronts and the Golden Rose Hotel. We were delighted to receive an impromptu tour of Colorado’s oldest extant church, St. James Methodist, with its Steere Organ. Local historian, miner, and retired state mining inspector Norm Blake chronicled Central City’s lore and shepherded us through the still-operating **BOODLE GOLD MILL**. On our return ride we journeyed through Golden, home of Coors beer, and into the Colorado sunset.

**SUNDAY**—informal tours completed our western adventure. While Pete Molloy guided a group of enthusiasts south to Pueblo and the Arkansas River’s Royal Gorge, Merrill Wilson took others through downtown Denver. The day began with a look at Denver’s cast-iron architecture, notably the elegant atrium of the Brown Palace Hotel, and the gold-leaved dome of the State Capitol. Next, the small group walked through the warehouse district in lower downtown, stopping to admire the Cruise Room Bar (a superb, original Art Deco interior with 1930s transportation motifs) in the newly restored Oxford Hotel. Adjacent to the hotel is the grand, neo-classical Union Station (built of terra cotta glazed to imitate gray granite) which is sadly underutilized and a bit shabby. Also observed nearby were a series of steel truss RR bridges over Cherry Creek, and concrete highway viaducts. Following a look at Tivoli Brewery’s rehab work, we completed the tour with a windshield survey of the U.S. Mint, Denver Tramway Cable Co. buildings, and several neighborhoods of workers’ housing.

Superb weather, new friends, and a great tour will long be remembered. The tour organizers provided a challenge for the coordinators of the 1984 Fall Tour. Our sincere thanks and appreciation for their efforts in planning and executing a Rocky Mountain high.

**P.McG. with M.W.**
NOTES & QUERIES

IA VIDEO RECORDINGS of British industries, made with a mobile video crew using professional equipment, are in commercial production in VHS & Betamax formats. Each runs 12 1/2 mins., costs £28.75, and is narrated. Now available are “Hand Rolling of Steel,” a record of the last Black Country hand steel rolling mill, made three days before it closed, and “Hand Made Bricks,” shot “at one of the few brickyards that still employs women hand moulders.” In production are “Telford’s Last Canal” (the building of Birmingham & Liverpool Junction Canal), “A Crooked Ditch” (a history of Birmingham Canal navigations), “An Introduction to Railway History,” and “The Development of Printing Machinery.” For info. contact I.A. Recordings, Unit 3, Maws Tile Works, Jackfield, Shropshire, England.

FULTON DRAWINGS. The N.J. Historical Society is deaccessioning its Robert Fulton drawings of submarine and naval warfare and contracted with Sotheby’s for auctions last Oct. and Dec. of nonstate items, primarily manuscripts, maps, and printed Americana, including some Fulton works. Info.: NJHS Library, 230 Broadway, Newark 07104 (201-483-3939).

T.K.

GRAY’S TELAUTOGRAPH. J. Paul Hartman writes: “SIA members interested in observing recent hardware directly descended from Elisha Gray’s TelAutograph will find an example in Wash., D.C., at Union Station, at the entrance to tracks 24-27 on the upper level. [The TelAutograph was a turn-of-the-century electromechanical device for facsimile transmission and reception of handwriting.] The trainman on duty receives messages from the tower on arrival and departure time, as well as track usage.”

LANSDOWNE REVISITED. Detroit’s 1884 side-wheel RR car ferry, the Lansdowne, last seen during the 1980 Annual Conf. [S/A/N July 80:2], has been reincarnated as a floating restaurant. The 319-ft. former boxcar hauler features two dance floors and seating for 1,100 guests. If the new restaurant doesn’t gross $2 million in its second year, the owner, Specialty Restaurants Corp. of Long Beach, is free to break the berth lease with the city and shove off to a new port.

C.H.

IA IN ADVERTISING? IA perusers of the slick, full-color Pizitz dept. store’s Fall catalog (with stores in Downtown Birmingham, Brookwood, Century Plaza, etc.) might have been surprised to see the good-looking ladies and gents sporting their snappy new clothing styles next to huge sections of boiler plate studded with heavy rivets and bolts. Pizitz had its models photographed against the background of Birmingham’s newly reopened Sloss Furnaces [1927-29; NHL, HAER; S/A/N Spring-Summer 83:16]. The story of Sloss in Alabama is strung through the catalog. Industrial site administrators and advertising agencies, take note.

IA AT ASA. “The World’s Greatest Workshop: A Bus Tour of Industrial Philadelphia” was an IA highlight at the Biennial Conf. of the American Studies Assn. in Nov. Led by Philip Scranton (Phila. College of Textiles & Science) and Roman Cybriwsky (Temple Univ.), tourgoers walked and drove through the Schuylkill River industrial community of Manayunk. Sites visited included the operating Blankin Yarn Co. mill (machines from Davis & Furber 1896 through Whitin 1950s) and the adjacent Manayunk Canal (1817-23, rehabbed 1979).

LINEAR IA IN L.I. National Register status is sought for Long Island’s state parkways, with their attendant stone gas stations, bridges, lighting structures, wood guardrails, landscaping, and other amenities, according to the Soc. for the Pres. of L.I. Antiquities. Designed in the late 1920s and constructed through the 1950s, the parkways were the brainchild of Robert Moses who wanted to provide access from NYC to recreational facilities on L.I. Despite some widening and updating, bridges and structures remain largely as built.

APT ’84 AGENDA. The Assn. for Preservation Technology announces its 1984 Annual Conf. program for Sept. 19-23 in Toronto under the theme of “Philosophical Challenges/Technological Responses.” The three-part conf. will focus on restoration project planning, management, and technology, including sessions on “Research tools: recording, documentation, archæology”; “Scrape & anti-scare: the period restoration/preservation debate”; “Program conflicts: e.g. museum artifacts in historic buildings, & energy conservation”; and others. Preceding the conf., Sept. 16-19, will be training courses in “Masonry conservation & cleaning” and “Historical archæology as a tool in architectural conservation.” General info.: Jean Simonton, Publicity Committee, APT 1984 Annual Conf., 77 Bloor St. W. (7th Fl.), Toronto, Ontario M7A 2R9.

B&W ENGINE BICENTENARY. On July 22, 1985, the Power House Museum, Sydney, Australia, will steam up a Boulton & Watt engine first operated on July 22, 1795, at Whitbread's Brewery, London. After 102 years of service the engine was donated to the forerunner of the PHM and has not operated since then. It is the oldest surviving B&W rotative steam engine in the world, according to PHM, and is now undergoing restoration to steaming condition. The 1985 Bicentenary Celebrations will include an international symposium on steam technology in the industrial revolution and the conservation of the engineering heritage, along with tours of Australian IA sites and other events. Info.: Louise Crossley, PHM, P.O. Box 3630, Greenvile, Wilmington, Del. 19807.

OLD WINE, NEW BOTTLES. Burlington Northern Twin Cities Region has converted surplus tank cars into diesel fuel tenders for both through-freight and local service, according to BN News. The tenders automatically pump fuel into the locomotives when their fuel tanks drop to a specified level. Four are in service with two more expected.

Meanwhile, reports Railway Age, BN is involved with Chessie System and Babcock & Wilcox/McDermott Int'l in a joint venture partnership formed to study the feasibility of building and testing a prototype ACE 3000 coal-fired steam locomotive using modern industrial boiler technology. The ACE 3000 was designed by American Coal Enterprises, a limited partner. BN and Chessie are America's two largest coal haulers.

[Hagley Program. The Hagley Program in the History of Industrial America, leading to an M.A. or Ph.D. with a focus on the social history of American industrialization, seeks applicants. Available financial aid consists of a stipend of $4,600 per year the first two years and $5,000 the second two years, full tuition, and a small travel fund. Info.: Brian Greenberg, Coordinator, Hagley Program, Eleutherian Mills-Hagley Found., P.O. Box 3630, Greenville, Wilmington, Del. 19807.

SMITHSONIAN FELLOWSHIPS. Applications are due Jan. 15 for 1984-85 research fellowships in American history and material culture, and the history of science and technology. Awards are made for research at the Smithsonian on topics related to the institution's collections, facilities, and laboratories and carry stipends for predoctoral, postdoctoral, and graduate levels. Info.: Office of Fellowships & Grants, 3300 L'Enfant Plaza, Smithsonian Inst., Wash. D.C. 20560.

PHONE MONEY. The AT&T Co. will award a $10,000 fellowship for doctoral research into the history of AT&T, its predecessor and associated enterprises. Students in business history or related fields, with course work completed, are eligible. The fellowship supports research for one year at the AT&T business archives in N.Y.C. The archives are processed for the 1876-1930 period and involve the company's organization, financing, operations, commercial growth, and technological development. Included are 500+ letterbooks for the president's and general manager's offices, and 500+ boxes of general correspondence, reports, and memoranda cataloged by subject. Post-1930 material is being assembled. Application deadline is March 1. Info.: Historical Archives & Publications Group, AT&T, 195 Broadway, Room 01-536C, N.Y. 10007. For archives info.: Richard E. Priest, Corporate Archivist, same address.

ROVENSKY FELLOWSHIPS. The Lincoln Educational Foundation announces three $3,000 John E. Rovensky Fellowships in Business & Economic History. Graduate students in U.S. business or economic history, planning to acquire a Ph.D., are eligible. Application deadline is March 1. Info.: C. Clyde Jones, Dept. of Management, Kansas State Univ., Manhattan, Kan. 66506.

WANTED CALL FOR ARTICLES. Arthur D. Dunn [SIA], the new editor of Tools & Technology, published by the American Precision Museum in Windsor, Vt., announces an expanded publication policy and seeks articles on machine-tool history and development. For an editorial statement and list of areas of interest, write Dunn at 1287 Castlehill Crescent, Ottawa K2C 2B2, Ontario.

RESEARCH QUERIES LIMA LOCOMOTIVE. “I am seeking information—design notes, correspondence, biographies, photographs, or reminiscences—about W.E. “Will” Woodard, Lima Locomotive Works engineer and designer of the A-1 Berkshire.” David Weitzman, P.O. Box 381, Covelo, Calif. 95428 (or call collect 707-983-6591).

AIRCRAFT MFG. George Williams (40 N. Jackson Ave., Manasquan, N.J. 08736, 201-223-0595) seeks information on aircraft manufacturing during WWII, especially in N.J.


SCHERZER BASCULE. Delaware bridge #153, Rehobeth Ave., Rehobeth Beach, a 1926 two-lane, 87-ft., single-leaf bascule bridge is available to anyone assuming moving expenses. It features a patented Scherzer operating mechanism and currently has a three-ton load limit. Should be claimed by Mar. 31. Info.: Joe Wutka, Location Studies & Environmental Engineer, DODT, P.O. Box 778, Dover 19901 (302-736-3240).

FREE PENNA. MAPS. A limited number of outdated 7.5' quadrangle topo maps are free to teachers and troop leaders. Also, 50 surplus vols. of the Grand Atlas series of the 2nd Geological Survey of Pa. (1874-89) are available. First-come first-serve, but must be obtained in person. Info.: Arthur A. Socolow, State Geologist, Bureau of Topo. & Geo. Survey, P.O. Box 2357, Harrisburg 17120 (717-787-2169).

LOCOMOTIVE POSTER. The Locomotive has blown its Summer 1983 cover up to a 12 x 18-in. poster, avail. for $1.75 post. Pictured are three renditions of the Engine Bicentenary poster, part of Hartford Steam Boiler's logo since 1866. Write Editor, Locomotive, HSB, 1 State St., Hartford, Conn. 06102.
CALENDAR

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


Jan. 15: Deadline, paper proposals, Annual Meeting, Vernacular Architecture Forum, Newark, Del. Info.: Elizabeth Cromley, Papers Chair VAF, 143 Hayes Hall, School of Arch., SUNY, Main St., Buffalo, N.Y. 14214.


Mar. 31: 3rd Annual Canal History & Technology Symposium, Lafayette College, Easton, Pa. Info.: Center for CH&T, P.O. Box 877, Easton 18042.


Apr. 4-7: Organization of American Historians, Los Angeles.


May: Annual Meeting, Canadian Museums Assn., Quebec City.

May 2-5: Annual Meeting, Vernacular Architecture Forum, Newark, Del. Info.: Bernard Herman, College of Urban Affairs, Univ. of Del., Newark 19711.


The SIA Newsletter is published four times a year (Spring, Summer, Fall, and Winter) by the Society for Industrial Archeology. It is sent to SIA members, who also receive the Society’s journal, IA, published annually. SIA promotes the identification, interpretation, preservation, and re-use of historic industrial and engineering sites, structures, and equipment. Annual membership: individual $20; couple, $25; institutions, $25; contributing, $50; sustaining, $100; student, $15. Send check payable to SIA to Treasurer, Room 9020, National Museum of American History, Smithsonian Institution, Washington, D.C. 20560; all business correspondence should be sent to that office. Editorial correspondence should be sent to ROBERT M. FRAME III, Editor SIA Newsletter, James J. Hill Reference Library, 80 W. 4th St., St. Paul, Minn. 55102.
SUPPLEMENT TO VOL. 12 NO. 4

A PUBLICATION OF INTEREST

A SUPPLEMENT TO VOL. 12 NO. 4
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BOOKS & ARTICLES


Hervey Benham, SOME ESSEX WASTER MILLS. 2d ed. The Mersea Bookshop (P.O. Box 38, Colchester, Essex, England), 1983.


Michael Bonavia, BRITISH RAIL, THE FIRST 25 YEARS. David & Charles (N. Pomfret VT), 1981. 239 p., illus., index. $21.00.


Jim Boyd, RICHMOND’S TRIPLE CROSSING: "IS TWO OVER ONE RAILROAD FART?" In Railfan & RR, Nov. 1983, pp. 34-46. Richmond, Va.; the Seaboard Air Line bridge over the Southern’s rail line; both crossed in 1901 by a C&O bridge; 8 photos.


Walter A. Cameron, MONTANA EPISODES: BUILDING THE NORTHERN PACIFIC IN 1881. In Montana, the Magazine of Western History, Summer 1983, pp. 70-76. RR constr. in the Yellowstone Valley, incl. blasting the Big Horn Tunnel.


Susan Colgan, SANDWICH GLASS COLLECTOR RAYMOND E. BARLOM: FROM SANDS AND MINES. In Antiques, July-Aug. 1983, pp. 76-81. Incl. much IA on glass mdf. by the Boston & Sandwich Glass Co., 1825-1888, and subsequent unearthing of 1200+ complete pieces, 64 tons of shards, and 20,000 buttons.


Howard Curry, HIGH BRIDGE, A PICTORIAL HISTORY. The author (Box 22866, Lexington, KY 40522), 1983. 124 pp. 59.95 FDD. Incl. articles on mill towns and logging camps; and on the history and manufacture of forest products from pulp and paper to wooden ships and planks along the Susquehanna River, 1876-1928. The history of the Hattiesburg, Mississippi, newspaper.


Frederica Hart Kleist, Portage Canal History. Portage Canal Soc. Inc. (Avail: author, 528 W. Cook St., Portage, WI 53901) 1983. 28 pp. illus. Paper, no price. In 1837 the Portage Canal Co. was chartered to build a canal connecting the Fox and Wisconsin rivers at the place traditionally used by Indians to portage canoes, hence the name. Completed by the Army Corps of Engrs in 1876, the canal continued to be used until 1951 when its locks were filled and welded shut. Now owned by the state but not restored.


David Macaulay, MILL. Houghton Mifflin, 1983. (Avail.: Slater Mill Historic Site, Box 727, Pawtucket, RI 02862 for $15.00 PPD.) In his inimitable style, Macaulay develops a New England mill town from 1810 to 1974, through changes in architecture, power systems, and labor-management relations. Superior drawing, as always, and human interest from diaries and letters. Takes the story through cotton mfg. decline and condo conversion. Review to follow.


W.A. McCutcheon, THE INDUSTRIAL ARCHAEOLOGY OF NORTHERN IRELAND. Fairleigh Dickinson Univ. Pr. (Rutherford NJ), 1983. 395 pp., illus., indexes, appendix, notes, references, $30.00. Rev.: Techn. & Cult., Oct. 1983. RBs, waterways, canals, power, the linen industry, and the Tyrone coalfield, but rivet-racing on other shipbuilding ports, or "the industrial landscape of Belfast." Orig. pub. by Her Majesty's Stationary Office, 1980.


MEMORIES: FOR LOVE OF A RAILROAD. Joint publication of the Soc Historical & Technical Soc. (1315 Green Acres Lane, Neenah, Wis.) and the Soo Line RR. 1983. 67 pp., illus., free to libraries while the supply lasts. Avail.: John Borgue, Public Relations Dept., Soo Line RR Co., 105 S. 5th St., Mpls., MN 55402. Reminiscences, photos; color cover painting of Turtle Lake, Wis., depot, at crossing of Soo and W. Minnesota RBs, c.1900.


J. Roderick Moore, EARTHEARTH POTTERS ALONG THE GREAT RIVER IN VIRGINIA AND NORTHERN MARYLAND. Antiques, Sept 1983, pp. 528-37. Short text; many illus.; 2-pp. checklist of potters, 1776-1880, with annotations such as "Turning late and kiln listed in estate inventory" or "Turning 14000 pounds of clay to produce 144400 gallons of stoneware [in 1870]."


Lisa Moses, HENRY M. BRINCKERHOFF. In APWA Reporter, Aug. 1981, pp. 4-5. Avail.: Amer. Public Works Assn., 1313 E. 60th St., Chicago, IL 60615. Biog. of one of the inventors of the 3rd-rail electric train system used in the Chicago "L," also involved in planning other urban mass transit, tunnel and highway projects.


"NOT WITHOUT LABOR AND EXPENSE": THE VILLARD-NORTHERN PACIFIC LAST STAGE EXCURSION, 1883. In Montana, the Magazine of Western History, Summer 1983, pp. 2-11. Details of the extravagant excursion to the Last Stage ceremony on the completion of the NP line at Gold Creek, Mont. Terr., in Sept. 1883, shortly before Villard was ousted from the NP presidency.

Edward W. Nolan & John C. Smart, A PORTFOLIO OF F. JAY HAYNES RAILROAD PHOTOGRAPHS. In Montana, the Magazine of Western History, Summer 1983, pp. 24-33. The work of the NP's official photographer critiqued by a historian and a photographer.


David Owen, THE MANCHESTER SHIP CANAL. Manchester Univ. Press (Am. distr.: NUM, 51 Washington St., Dover, NH 03820) n.d. 134 pp. illus. $20. Opened in 1848, Britain's largest & greatest canal transformed the inland city of Manchester into the country's 3rd busiest port. While freeing the cotton trade from the port of Liverpool & the RRs, the canal also affected the improvement of all waterways in the area, a task accomplished by the former director of the Manchester Museum & Prs. of the Manchester Branch of the Inland Waterways Assn.


Dorothy Schwieder, BLACK DIAMONDS: LIFE & WORK IN IOWA'S COAL MINING COMMUNITIES, 1895-1925. Iowa State Univ. Pr. (Ames), 1983. 203 pp., illus., index, $18.95.


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