

NEWSLETTER

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Number 3

INSIDE THE SIA: THE MEMBERS SPEAK

- More than a third of the Society's far-flung membership were introduced to the SIA by a friend or other contact.
- The National Trust for Historic Preservation ranks as the most popular other organization to which SIA members belong.
- Almost all (94%) of those attending SIA annual conferences find fees and expenses to be within their budgets.

These and other facts are revealed in responses to the membership questionnaire mailed last spring. A healthy 38% of you answered the seven questions put to you, in the hope that the Board of Directors may find ways to improve service to the SIA masses. Given the great plurality of opinion, it is difficult to discern a clear mandate in any one direction. Therein may lie a major truth, however, for one of the enduring distinctions of SIA's membership is its extraordinary diversity.

Slightly more than a third of the 344 respondents are, or have been, associated in some way with the architectural or engineering professions. A fifth work, or have worked, in a museum, library, or preservation office. After that, occupations become very diverse. Many report that industrial archeology has no connection whatsoever with their daily labor.

While 26% claimed membership in the National Trust, they and others also belong in force to the Society for the History of Technology (SHOT), and to at least one of the nation's two major railroad history groups, the National Railway Historical Society (NRHS) or the Railway & Locomotive Historical Society (RLHS). The rest are spread among such groups as the Assn. for Preservation Technology (APT), the Society of Architectural Historians (SAH), the Society of Automotive Historians (also SAH), the American Truck Historical Society, and the Assn. for Gravestone Studies.

The SIA's publications received a strong vote of confidence, 83% giving their unofficial approval to a slight increase in dues in order to fund a second issue of the still-annual journal, *IA*. Many had kind things to say about both the journal and newsletter, expressing the hope that both could appear more often.

Surprising to no one, there's a great latent interest in new-chapter activity in the U.S., especially in areas where no chapters exist. Any leadership types among you interested in coalescing a Rocky Mountains, Midwest, Upper New York State, West Coast, or Great Lakes Chapter? Zip-coded mailing lists are available from the SIA Wash. D.C. headquarters office. Chapters now standing should ask for new area lists, since a number of national members in your areas are not aware of you.

As if to typify SIA's smorgasbord membership, vast numbers of the respondents used the "remarks" section to express deep feelings. From Calif.: "How about being more newsy and critical of some of these crummy dishonest restorations?" From Mass.: "Please make sure all conference hotels are wheelchair accessible." From Colo.: "There is a small but deep and growing interest out here. Many of our original bridges, buildings, and mines are being pushed aside with little and sometimes no concern for the history of, or preservation of, their origins." From an unidentified source: "Most

of my effort is to keep up on the history of BRIDGES OVER WATER. If you could promote BRIDGES more I would be happy" [emphasis in the original]. And again from Calif.: "Perhaps [the SIA could champion] some effort in schools to attempt to give students some perspective, and that there was something before the computer and the Porsche."

Who is to say that, with sufficient combing and scrutinizing, these and other responses won't reveal the true and vital essence of SIA? Even if nothing comes of the survey, the response itself was heartening, and the spirit shown by many should be reassuring to those who have lead the Society through its early years. The future is in good hands, one may conclude, especially if SIA remains as broadly defined as it was originally, embracing a wide spectrum of interests — including those who would lack a collective outlet for their energies, were it not for SIA.

D.S.

FIRE LEVELS PASSAIC MILLS

A devastating fire on Labor Day destroyed a quarter of industrial Passaic, N.J., including 18 brick factory buildings, with losses estimated at \$400-500 million. State historians consider it one of the fiercest blazes to hit the city since the 19th-C, according to Terry Karschner [SIA] of the N.J. Historical Commn.

One unfortunate historical loss was the former Gera Worsted Mills complex, which was known as the Eighth Street Industrial Park and serviced miscellaneous smaller industries. Founded in 1899, Gera was one of several German-owned worsted companies attracted to Passaic between 1889 and 1910. Located on the Passaic



GERA WORSTED MILLS, Passaic, in 1984. N.J. Historical Commission photograph.

R. between Newark and Paterson, the city emerged at the turn of the century as a prominent manufacturer of textiles, notably woolen goods. By 1910, it ranked first in N.J. and fourth nationally in worsted production.

Another significant loss was the former Acheson Harden Co. building (1899), a handkerchief manufacturer with its home base in Belfast, Ireland. Numerous small firms were housed in the larger complexes.

SIA AFFAIRS



LETTERS

More on the Solvay Site in Syracuse

Editor:

In response to the letter of Mark DeLawyer [*SIA* 14(1985) 2: 3], I wish to express my concern about the imminent demise of Allied Chemical's Syracuse [N.Y.] works and the destruction of the nation's earliest Solvay-process plant. Certainly the industrial archeology of chemical manufacturing is a neglected area.

As British historian W.A. Campbell has written, "It must be conceded that the chemical industry does not readily furnish material for the industrial archeologist. An obsolete chemical plant has never inspired the same sentiments as veteran motor-cars or locomotives, and, where detailed accounts have survived, the end of a once-prosperous works is too often summed up on the final phrase 'sold for scrap.' . . . The waste heaps, too, have not been matters of local pride: communities which engaged in costly litigation over loss of amenity were not likely to spend more money on the conservation of monuments of pollution."

That reality makes all the more important Mr. DeLawyer's efforts to achieve recognition for this important site. I join him in encouraging, if not the wholesale preservation, at least the thorough documentation of the Syracuse Works. Surely the Syracuse plant warrants such an endeavor.

Nicholas Westbrook
Minnesota Historical Society
St. Paul, MN 55102

NEWS OF MEMBERS. Former SIA president **Paul Rivard**, director of the Maine State Museum in Augusta, is profiled in "Mr. Rivard & His Wonderful Time Machine" (*Down East: The Magazine of Maine*, Oct. 1985). The article, with color photos, was precipitated by the Oct. 20th opening of "Made in Maine," the museum's enormous, \$1.5-million exhibit on the state's industries.

William W. Howell has joined the staff of Street & Street Architects in Nashville, leaving a position as historical architect with the Nat'l Park Service in Colo. At NPS, his projects included the Three Sisters Lighthouses and the French Cable Hut at Cape Cod Nat'l Seashore.

NEWARK CONFERENCE REVISITED. "Deciphering the Industrial Landscape" by Emma Cobb (*American Heritage of Invention & Technology*, Fall 1985) is a flattering and nicely written review of the Society's 14th Annual Conf. last May. Cobb followed a day's worth of process-tour exploits and noticed almost everything, including esoteric IA chatter on the tour bus: "These people were not merely observers or catalogers of the urban industrial scene, but true connoisseurs. With names, dates, scraps of information, and odd trivia ringing down the aisles, the tour was underway."

LOCAL CHAPTERS

NORTHERN NEW ENGLAND. The fall meeting and recording session on Oct. 26-27 was held in Concord, N.H., at the N.H. Historical Society. Members recorded nearby Sewall's Falls power generating complex (1892-94). In 1894 it began generating the world's first three-phase electric power for commercial distribution. The head gates, canal, and powerhouse remain in good condition. The dam was damaged by high water in 1984, but a major portion of its unique timber crib construction — reportedly the longest ever built — is still visible. Recording equipment was provided by the N.H. State Cooperative Archeological Program, with the guidance of David Starbuck [*SIA*].

JUNE 12-15, 1986 CLEVELAND Mark Your Calendar!

This c1940 aerial view of Cleveland shows the famous Terminal Tower, beneath which were railroad facilities that could accommodate over 250 trains per day. The building also served as the terminus for the Shaker Rapid Transit, linking this garden city suburb with the central business district. The immediate right-hand portion of the tower complex is now the Stouffer Inn on the Square, which will be the headquarters for the SIA's upcoming 15th Annual Conference, June 12-15. Behind the tower is the Cuyahoga River, which is spanned by over 20 technically different bridge structures and is bordered by the industrial area known as "The Flats." The conference committee is planning a number of exciting Friday process tours and the Sunday tour will range 20 miles south of Cleveland to include visits to several first-rate industrial sites in the Akron area.

T.A.S.



Western Reserve Historical Society photograph.

THE SIA BIRMINGHAM TOUR — OCTOBER 24-26, 1985



SLOSS FURNACES NATIONAL HISTORIC LANDMARK. The Sloss complex is located about a mile from downtown Birmingham (visible in the distance, at the top of the photo). Sloss has two blast furnaces, which were supported by the dark cluster of auxiliary equipment at the site's center. A long, white-roofed cast shed extends out from each furnace. Only the east half of the complex (the furnace and cast shed nearest the photo's lower edge) is interpreted and open to the public. *Sloss Furnaces photograph.*

We began arriving on Thursday in a light rain that soon would vanish, not to return until Sunday when it came in the form of Hurricane Juan's wet vanguard. By that time we had concluded a marvelous, fine-weather IA tour in one of the Deep South's most unique cities. How can there be a southern city with no antebellum history? And if there were such a place, who would want to go there? Where are the commemorative Confederate statues and plantation mansions? Birmingham was created by industry, not by plantation agriculture. A visitor might come to see IA.

Located in central Alabama, the city lies within Jones Valley, nestled against ore laden Red Mountain and amongst several major coal fields. The coal reserves are estimated today at 35 billion tons. Hundreds of millions of tons of the hematite iron ore remain, carried in the mountain's three seams. Beneath the city and valley lie formations of dolomite limestone, hundreds of feet thick. As the sign on the old Chamber of Commerce Building once boasted, "Everything to Make Steel — Iron Ore, Coal and Limestone — Are All Within Gunshot of this Building." In short, the site of mighty Birmingham was iron, just waiting to happen.

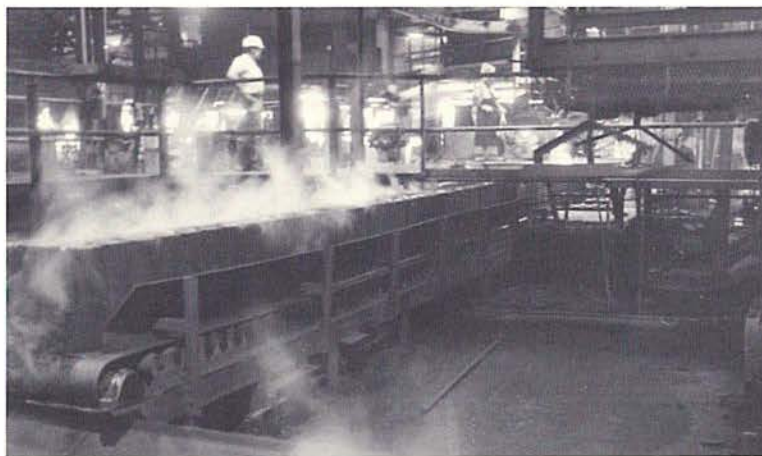
Iron manufacturing predated the rise of the city, mostly at small nearby furnaces. The most famous is Tannehill, not far away, begun in the 1830s and destroyed by Union raiders in 1865. It was restored as part of a state park in the 1960s-70s, and charged, fired, and tapped in 1976 [see "Bama Iron from Tannehill," *SIA*N, Sept.-Nov. 1976, p. 1]. The regional furnaces made Confederate iron, but they didn't make a city. That took a railroad — imaginatively named the South & North Railroad — along with its associated capitalists and promoters. In 1870 this group purchased the site, then a cornfield,

and incorporated the city the following year, choosing to name it after the iron city of Birmingham in England. The N&SRR arrived in 1872 with much assistance by then-railroader James W. Sloss. By the end of the 1870s, Sloss had joined with mining engineer Truman Aldrich and wealthy capitalist Henry DeBardeleben to form the Pratt Coal & Coke Co. They put their first furnace ("Little Alice" for DeBardeleben's eldest daughter) into blast in 1880. By the next year the Sloss Furnace Co. was formed and furnaces proliferated through the decade. Over 21,000 were employed in Birmingham furnaces, mills, foundries, and mines in 1890, less than a decade after the city began.

A century later, the Sloss Furnaces are a National Historic Landmark and a municipally operated historic site, instead of a hot and smoky manufacturer. Birminghamians don't often refer to "Smoke City" any more, but you can still find the old slogan on deteriorating buildings. The city's other nickname, the "Magic City," is again promoted as Birmingham struggles to find a niche in the post-industrial South.

The new Sloss staff, led by Director Randall Lawrence and Curator Robert Casey [both SIA], hosted our Thursday evening reception in the **Woodward Building** (1902-03), Birmingham's first steel-framed skyscraper and one of four such giants occupying an intersection once proclaimed as the "Heaviest Corner on Earth." Built for the Woodward Iron Co., it is being refurbished. History-minded citizens treated SIA members to a spread of pickled okra and other regional delicacies.

Friday morning the sun was bright and the 55 of us climbed aboard a bus and a van, led by Bob Casey (on the bus) and Randy Lawrence



BIRMINGHAM STOVE & RANGE. *Left:* Fall tourer contemplates rejected cast-iron skillets being sent back to be melted down for another go at it. *Center:* Steamy hot, Disamatic-formed sand molds move along a conveyor after being filled with molten iron. *Right:* Hard work—making 120-lb. sand molds.

(who, at 6 ft. 9 in., had to fold himself into the van). The two leaders provided happy variety: industrial specialist Casey focused on hard-core IA, while labor historian Lawrence generalized on social and cultural aspects.

The process tours might have been designed to provide an advance glimpse into hell for those of us wondering about a future visit. The foundry of **Birmingham Stove & Range Co.** (1902; at present site 1915) was a dark, cavernous place of almost Victorian industrial atmosphere. Red glows moved along walkways as workers trundled molten iron in small wheeled vessels from cupola to mold, and sometimes the metal splattered out red as it was poured. The air was pungent with the smell of hot iron and sand. Workers pushed sand into molds and manhandled the 120-lb. boxes with a fast but smooth and rhythmic ease that left us awestruck at how they kept the pace for hours. Nearby, eight Disamatic high-speed molding machines did much the same task automatically. Out from the Disamatics marched lines of sand molds that were hand-poured with iron. Then, still moving, the molds toppled into a conveyor, the sand breaking away to reveal glowing hot iron frying pans and other products,

which were cleaned and machined further down the line. Also among BS&R's products are wood-burning kitchen stoves — an almost anachronistic endeavor, but there's still a market for them.

At **Stockham Valves & Fittings Co.** (1903; present site 1918), after being greeted by a most friendly company sign welcoming the SIA Fall Tour, we seemed to move forward in time, from stoves and cookware to modern pipe fittings and valves made of bronze, cast iron, malleable iron, ductile iron, and cast steel. Vastly larger than BS&R, Stockham had great arrays of machine tools designed to finish the castings. They had scheduled enough guides so that some of us had tour groups as small as two or three.

Lunch provided our only visit to the giant **U.S. Steel Fairfield Plant**. We went to the top-floor cafeteria of the USS Flintridge Headquarters Building where we enjoyed a fantastic view of the mammoth early-20th-C complex.

Our afternoon was devoted to the **American Cast Iron Pipe Co.** (ACIPCO). Unfortunately, no photos were allowed of the awesome (really, truly) centrifugal casting method, where the molten iron is



STOCKHAM VALVES & FITTINGS CO.

Left: Making sand cores. *Below:* A Stockham product, before and after machining. *Bottom:* Workers move fast in the Stockham shop.



ACIPCO.
American
Cast Iron
Pipe Co.

run inside a rapidly spinning horizontal mold. The iron forms itself into a pipe against the mold and, in a few minutes, is pulled out — still red hot — and kept turning to prevent sagging. We were close enough to want to duck our heads as cranes carried molten refills from the 150-in. cupola to each centrifugal operation. Later, we viewed an early film documenting the now-obsolete pit-cast method, which also revealed how far worker safety has come since then. At ACIPCO is a 5-ton jib crane, once used in the pit-cast process and since 1977 an ASME Nat'l Historic Mechanical Engineering Landmark. It is scheduled to go to Sloss.

Friday evening, at last, we toured our host site, **Sloss Furnaces**. For many of us, this was what we had been waiting for, having followed the Sloss story in this newsletter for almost a decade. Anyone in the hist.-pres. business might imagine the difficulty of coping with a site that is little more than several acres of giant equipment. To have saved it at all is amazing, and the untiring efforts of Randall, Casey, & co. to manage, interpret, and fund such a site deserve commendation. Our guided trip around the 1927-28 furnace and associated structures was topped off with a real Birmingham

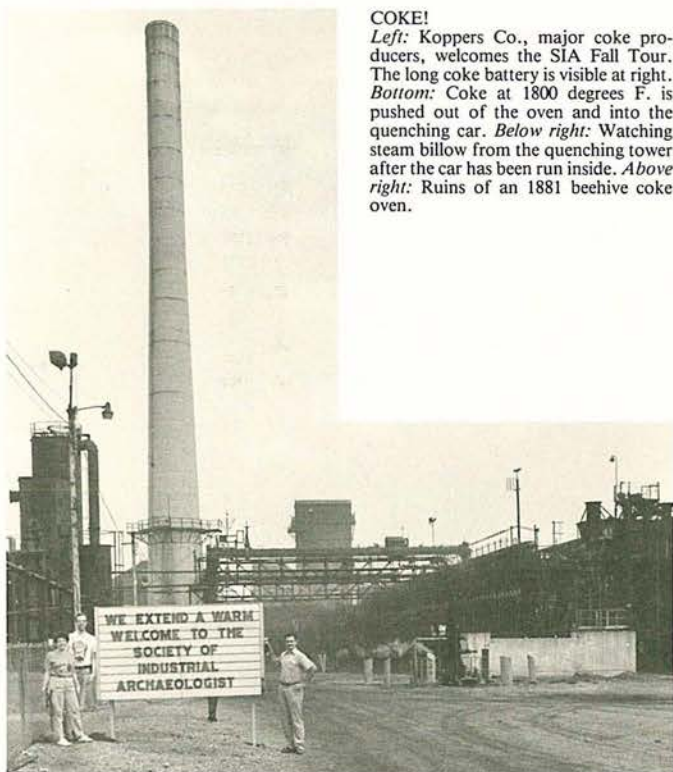




Pressing firebricks at the A.P. Green Refractory Plant in Bessemer, Ala.

barbecue ("We make it not too sweet," the man said as he served up the ribs). And in true IA connoisseur fashion, we also savored the concert by Lady Love & The Four Pieces, held beneath the big metal water tank with "SLOSS" painted on the side.

Saturday morning we headed southwest out of Birmingham to the "Marvel City," **Bessemer** (a few miles north is the community of Dolomite), which doesn't look too marvelous in its present depressed condition. Here we toured the modern (rebuilt 1973) **A.P. Green Refractory Plant**, where firebricks are manufactured for steel furnaces, lime kilns, and the like. With their high aluminum content (from Chinese bauxite), these bricks retail for an average of \$2.25 each.



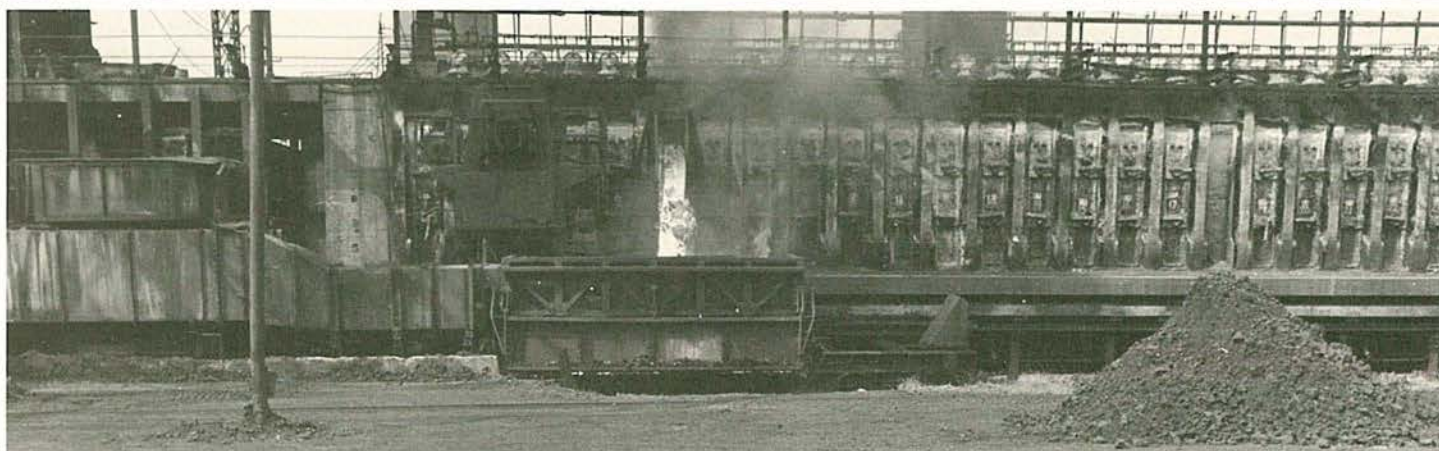
COKE!

Left: Koppers Co., major coke producers, welcomes the SIA Fall Tour. The long coke battery is visible at right. *Bottom:* Coke at 1800 degrees F. is pushed out of the oven and into the quenching car. *Below right:* Watching steam billow from the quenching tower after the car has been run inside. *Above right:* Ruins of an 1881 beehive coke oven.

Coke manufacturing was next on our tour of iron-furnace peripherals, beginning with the ruins of the original 1881 Woodward Iron Co.'s **beehive coke ovens**. Some 100 of the brickdomed ovens were built in long rows near the blast furnaces, the last of which were dismantled in 1973. In 1911 Woodward built a battery of by-product coke ovens and soon the beehives were shut down. Now they are hardly visible beneath trees and undergrowth.

The Woodward coke battery was purchased in 1974 by **Koppers Co.** and modernized. Arriving at this up-to-date coking plant, we were surprised by another "Welcome SIA" billboard. After a look at archival items we toured the site on the bus with a Koppers guide aboard. Even from a distance, the "push" of the fiery hot coke out of the battery oven and into the quenching car was an impressive sight, as was the huge steam cloud that then billowed from the quenching tower after the car was run in. Especially for the SIA tour, Koppers had the battery door manually tended instead of using a new automated mechanism. As we watched, men shoveled up stray pieces of hot coke from around the open door, working inches from an inferno of 1800 degrees F.

From Koppers to a picnic lunch beneath the statue of **Vulcan** on Red Mountain was, without doubt, a trip from the sublime to the ridiculous. Not that the 55-ft., cast-iron, Roman god of the forge started out being ridiculous, having represented Birmingham at the 1904 Louisiana Purchase Exhibition in St. Louis. But certainly his subsequent history has been less than sublime. Vulcan was moved to





the mountaintop in 1939 and sadly abused. Since 1946 the spearpoint in his upraised hand has been replaced by a torch that burns red each day the city has had a fatal traffic accident.

A brief visit to the **University of Alabama-Birmingham's computer lab** followed lunch. Today the university, largely through its medical center, is envisioned as the city's savior in the face of declining iron and steel business. UAB is Birmingham's largest employer.

Saturday afternoon was topped off by a visit to the **Norfolk & Southern's steam shop**, located in the N&S Norris Yards in Irondale. Housed in a c1952 diesel shop, it exists solely to rebuild and maintain steam locomotives on the line. The engines, we were told, are in constant service for excursion runs throughout the South and beyond. It was close to heaven for SIA steam fans who carefully investigated the locomotives in for work or storage.

And then, almost abruptly, the Fall Tour was over. How carefully planned it all was, a finely crafted informative experience (which included barbecue and music besides). We got a clear picture of Birmingham's iron industry, along with the auxiliary industries supporting it. We also learned how hot, dirty, and excruciatingly hard it is to labor in the production of iron.

R.M.F., with a lot of help from Marjorie White's first-rate study, The Birmingham District: An Industrial History & Guide (Birmingham: Birmingham Hist. Soc. et al., 1981).

Left: Checking out the innards of Norfolk & Western 2-6-6-4 (built c1944) in the N&S steam shops for a complete rebuilding. Below: The nocturnal Sloss.



NOTES & QUERIES

A NEW INDUSTRIAL HISTORY MUSEUM for the Pittsburgh area is discussed in a special Summer 1985 "Industrial History Issue" of *Archival, Museum & Editing Studies News*, published by the Dept. of History, Duquesne Univ., Pittsburgh PA 15282. The museum, still only a possibility, was the subject of a recent meeting of the Pittsburgh History & Landmarks Foundation attended by interested representatives of regional historical organizations, universities, and corporations. The industrial history approach is championed by Clarke Thomas, assoc. editor of the *Pittsburgh Post-Gazette*. The issue includes a discussion of SIA concerns and goals, as well as notes about recent films and exhibits featuring Pittsburgh industry.

H.E.W.

THE CONSTRUCTION HISTORY GROUP was formed in London in 1983 to further scholarly study of the history of construction (as distinct from architecture), to publish a newsletter and journal, and to assist in the preservation of important construction documentation. Info & newsletter from Peter Harlow, Secy., CHG, c/o The Chartered Inst. Bldg., Englemere, Kings Ride, Ascot, Berkshire SL5 8BJ, England. [On CHG, see also Publications of Interest, with this issue.]

RAILROAD HISTORICAL SOCIETIES. The **Chesapeake & Ohio Historical Society** will appeal to IA and RR fans alike, especially through its *Chesapeake & Ohio Historical Newsletter* (more a magazine, actually), 16-24 pps. published monthly. Interests extend beyond the usual RR rolling stock photos to include plans and photos of buildings, structures, and related facilities. At Christopher Newport College, Newport News, Va., the C&OHS maintains an archives of photographic images, documents, manuscripts, and engineering drawings, which are reproduced for sale. Memberships \$13/yr from C&OHS, P.O. Box 417, Alderson WV 24910.

The **Milwaukee Road Historical Assn.** is the name of the new organization founded to study the history of that railroad. Info.: Wendell Murphy, 7504 W. Ruby Ave., Milwaukee WI 53218.

NEVADA RAIL NEWS. The Virginia & Truckee Railroad Museum in Carson City has become the Nevada State Railroad Museum, thanks to a bill passed by the state legislature in the closing days of the 1985 session. Included in the bill are an interpretive center, new highway access, and other improvements. Another bill affects the future of the V&T engine house in Carson City, permitting the city to sell or lease the building once the city purchases it. Three companies are said to be interested in the redevelopment project, said to cost \$9-10 million for acquisition and refurbishing.

Pacific Rail News

MILLING TECHNICAL HELP. The Society for the Preservation of Old Mills has instituted a Technical Advisory Program for members having problems with the restoration and operation of their mills. Steven Kindig [SIA], Technical Ed. of *Old Mill News* (the SPOOM newsletter), is program coordinator and will direct queries to experts in the society. Send questions (one per letter) with SASE to Kindig at Lobachsville Mill, Rt. 2, Oley PA 19547.

THE STEEL PLANT MUSEUM in Buffalo, N.Y., has become an affiliate of the Preservation Coalition of Erie County and will join in PCEC efforts to create an industrial heritage museum [*SIAN* 14, no. 1(1985): 7]. SPM has an extensive collection of photos, drawings, artifacts, and memorabilia from Bethlehem Steel, some of which is on display at the Lackawanna Public Library, 560 Ridge Rd., Buffalo.

OFF WITH GRAFFITI! IA structures, especially stone and concrete bridges, increasingly are victimized by spray-can criminals posturing as anonymous artists. "Graffiti: An Introduction with Examples," by Nick Veloz, published as Technical Note 6 in *APT Communique* (Oct. 1985), gives a brief but much needed review of the graffiti problem from the restorationist's viewpoint: prevention and removal advice regarding various materials and substances. One example illustrated is the granite Arlington Memorial Bridge (Wash. D.C./Arlington, Va.), covered with indelible marker and cleaned with a remover-&-blotter application sequence. Copies from Assn. for Pres. Tech., Ann A. Falkner, Box 2487, Sta. D, Ottawa, Ontario K1P 5W6, Canada (613-238-1972).

In San Diego, however, the Metropolitan Transit Development Board has gone in a different direction, according to *Pacific Rail News*. They have turned over one retaining wall and the 47th St. bridge columns to local youth groups to use for graffiti murals. They also sandblasted all graffiti from the Imperial Ave. bridge (it's a new one) and applied a special marker-resistant coating.

GRANTS TO TWO IA MUSEUMS ANNOUNCED. The **Baltimore Museum of Industry** has been awarded \$21,000 from the Inst. of Museum Services, \$1,000 from the Museum Assessment Program of the American Assn. of Museums, and \$1,500 from the Museum Arts Council. Local firms and foundations funded 13 summer jobs at the museum. The **Canal Museum and Center for Canal History & Technology**, Easton, Pa., has been awarded \$50,000 from the Pa. State Dept. of Community Affairs and \$19,839 from the Inst. of Museum Services. The Canal Center reports that their business membership campaign has topped \$10,000.

In related news, a recent issue of *Tools & Technology*, the elegant quarterly newsletter of the American Precision Museum, Windsor, Vt., contains a detailed account of grant expenditures for restoration of its museum building, the Robbins, Kendall & Lawrence Armory [1846, HAER, NHL], including monies from the Vt. Div. for Hist. Pres. and *Yankee Magazine* Intern Program. Each *T&T* features a scholarly article on industrial history and the best each year receives a \$250 prize. In the excellent issue at hand is "The Machine Tools of a Southern Iron Founder: Findlay's Steam Engine Manufactory [Macon, Ga.]," by Robert S. Davis, Jr. Individ. memberships are \$15/yr from APM, P.O. Box 679, Windsor VT 05089.

PRESERVATION COURSES. The Nat'l Preservation Institute in cooperation with the Nat'l Building Museum has announced historic preservation courses for 1985-86, all taught in the Museum's Pension Building, Wash. D.C. Several relate to historic house restoration but the following may be of IA and general interest: "Gas, Food, & Lodging: The Architecture of the American Roadside," with a tour of U.S. Route 1, by Peter Smith (Apr. 2, 9, 16, 19: \$60); "Using Microcomputers for Historic Preservation," by Margaret J. Drury (Apr. 10, 11: \$120). Info.: NPI, c/o NBM, Pension Bldg., Judiciary Sq. N.W., Wash. DC 20001.

PUBLIC WORKS EQUIPMENT HISTORY. In honor of its 100th anniversary (in 1986), Champion Road Machinery Ltd. of Goderich, Ontario, has announced its sponsorship of *100 Years of Public Works Equipment*, an illustrated history to be published next fall by the PW Historical Society and the American PW Assn.'s Inst. for Equipment Services. Champion also will cosponsor the *History of Public Works in Canada*, a joint project of the American and Canadian PW societies.

PWHS Newsletter

WANTED

APT BULLETIN EDITOR. The Assn. for Preservation Technology is seeking a part-time editor for its quarterly bulletin. The applicant must have excellent editorial skills. The job includes managing authors, positioning material for a specialized audience, major editing and copy editing, and layout. A knowledge of preservation technology, conservation, or building science is required. Applicants with either academic or on-the-job education will be considered. Relocation may not be necessary. The opportunity for this to expand into a full-time position is directly related to the individual's ability to enhance the *Bulletin* and thereby appeal to a broader membership. Starting salary is based on a flexible 20-hr. week. Fringe benefits include travel. Send resume and personal letter to Patty Poore, APT Publications Chair, c/o *Old House Journal*, 69A-7th Ave., Brooklyn NY 11217.

VISITING-PROFESSOR POSITION. The Center for Washington Area Studies, George Washington Univ., seeks applications for the position of Visiting Prof. of Washington Area Studies for the academic years 1986-87 and 1987-88. Open to scholars of achievement within any discipline in the social sciences or humanities. Responsibilities are to teach one class of the candidate's choice and to conduct original research on some aspect of Wash., D.C., or its surrounding region. Fellowship is approximately \$20,000, to be used either for a single semester or a whole academic year. Applications should include short proposals for the research project and possible course offerings, along with a copy of the candidate's curriculum vita. Applications/info.: Howard Gillette, Jr., Director, CWAS, George Washington Univ., Wash. DC 20052 (202-676-6240).

POTTERY INDUSTRY INFO. "I am developing an oral history project to interview former workers and produce a process diagram of the Minnesota Stoneware Co. (1861-1967) and other industrial potteries in Red Wing, Minn. I would appreciate hearing from others who have conducted research in similar plants and might know of relevant information and studies." Daniel Keenan, 10632 Grouse St. N.W., Coon Rapids MN 55433.

EARLY WESTINGHOUSE ARMATURE OR MOTOR. Business-history consulting firm is seeking a Westinghouse armature or motor, c1886-1900, in good condition and small enough for table-top display. Contact Rich Brown, VP for Interp. Services, Informative Design Group, 2201 Wisconsin Ave. NW, Suite 390, Wash. DC 20007 (202-785-3330).

CONTRIBUTORS TO THIS ISSUE

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The *SIA Newsletter* is published four times a year 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 5020, 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*, P.O. Box 65158, St. Paul, Minn. 55165-0158.

Submission deadlines: Jan. 15, April 15, July 15, and Oct. 15.

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

USE ELECTRONIC MAIL! If you are a computer user and subscribe to MCI Mail, you can send messages directly to the *SIA* Editor. Address your MCI Mail to Robert M. Frame III, MCI ID 258-5345.

BORDEN BRIDGE, SASKATCHEWAN



Saskatchewan's Borden Bridge, possibly the longest-span, concrete bowstring arch (213.5-ft. main span and two 205-ft. spans) in North America, was removed from the provincial highway network (but not razed) with the opening of a new adjacent structure this fall. Built in the mid-1930s as a Depression relief project and opened with great ceremony in 1937, it became obsolete in the 1980s because of its narrow roadway and the winding, valley approach to the N. Saskatchewan River. Although now off the system, it remains an important local landmark and an engineering achievement of international significance. No firm commitment for retention or demolition has yet been given by the provincial government; nevertheless, an active local group has initiated a preservation plan.

Demand for a bridge at the Borden crossing began during WW I, and was accelerated by the phenomenal rise of motor-vehicle ownership during the 20s. A four-span steel-truss design was prepared, but the Depression forced shelving of the project in 1930. Several years later, the idea was revived as a federal relief project. The earlier steel proposal was rejected in favor of the present concrete arch, which demanded more construction labor. It was designed by Bev Evans as a master's thesis under Dean C.J. Mackenzie, a noted engineer at the Univ. of Saskatchewan. The contract went to R.J. Arrand of Saskatoon and construction was done almost entirely with local workers and hand labor. The structure has served almost 50 years without defect.

The bridge's local landmark significance, both visual and historical, has fostered a preservation organization. The group has applied for its designation as a provincial heritage site, including a detailed site assessment and resolutions of support from surrounding municipalities. The request, one of the first of its kind for a bridge, has led to a provincial heritage bridge inventory, now under way by David Neufeld [SIA].

Community awareness also has been raised by school activities, and a public exhibit and lecture brought out almost the entire town. All this has impressed the Dept. of Highways & Transportation. Saying little about the future, The Dept. published an attractive pamphlet (containing historical essays) for the opening ceremony of the new bridge, a \$6-million steel-girder structure. The regional concern, and the provincial and community-group cooperation, have offered hope that this reinforced-concrete engineering masterpiece will be preserved.

D.N.

[Copies of the pamphlet are available from David Neufeld, 111 Buxton Rd., Winnipeg, Manitoba R3T 0H1, Canada (204-453-7613). Ed.]