

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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THE BAD, THE GOOD, THE FUTURE

MOTOWN REVIEW

Five years have passed since Detroit hosted the SIA Ninth Annual Conference and, sadly, many of the sites we visited are gone, while the future of many others seems gloomy. Several significant Tax Act rehabilitation projects using industrial buildings are under way, with several more planned; but overall the years have not been kind to Detroit's aging industrial buildings. The continued decline of the auto industry, arrested only in the last two years, has been the principal culprit, but urban renewal, Detroit style, has taken a toll as well.

THE BAD

Dodge Main (1910), which lived to the not so ripe old age of 70, was demolished in the first six months of 1981, along with nearby auto-related plants built in the 1910s and 1920s. General Motors' new Poletown plant opened on the site in August with 6,000 employees and several hundred robots. A year earlier, the nearby Briggs Manufacturing Co. plant (1914), which supplied auto bodies to Dodge and Ford, burned to the ground in a spectacular fire started by a youth playing with matches.

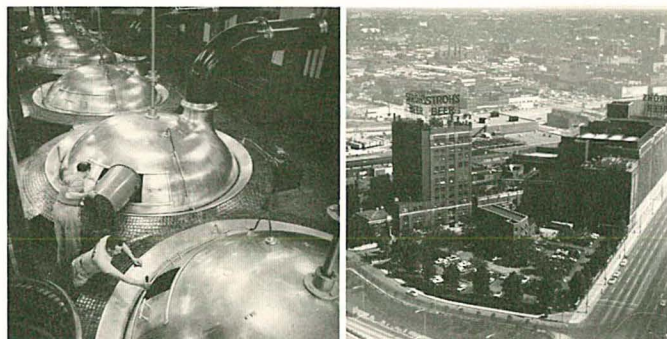
The list of closings of auto-related plants is long: GM phased out three small Fisher Body plants (1920s) in late 1982; Chrysler abandoned its enormous Plymouth Motor Corporation plant (Albert Kahn, 1928), two stamping plants and a foundry, all built in the 1920s; and GM has temporarily extended the lives of its Clark Avenue Cadillac plant (1921) and Fisher Body Fleetwood plant (1917) through 1989, preserving about 4,000 jobs. Finally, the giant Uniroyal plant (1905-c1920), closed in Jan. 1980, recently fell to the

wrecker's ball, a HUD block grant of \$3 million paying the bill. The City of Detroit, which owns the site, may turn it into a park.

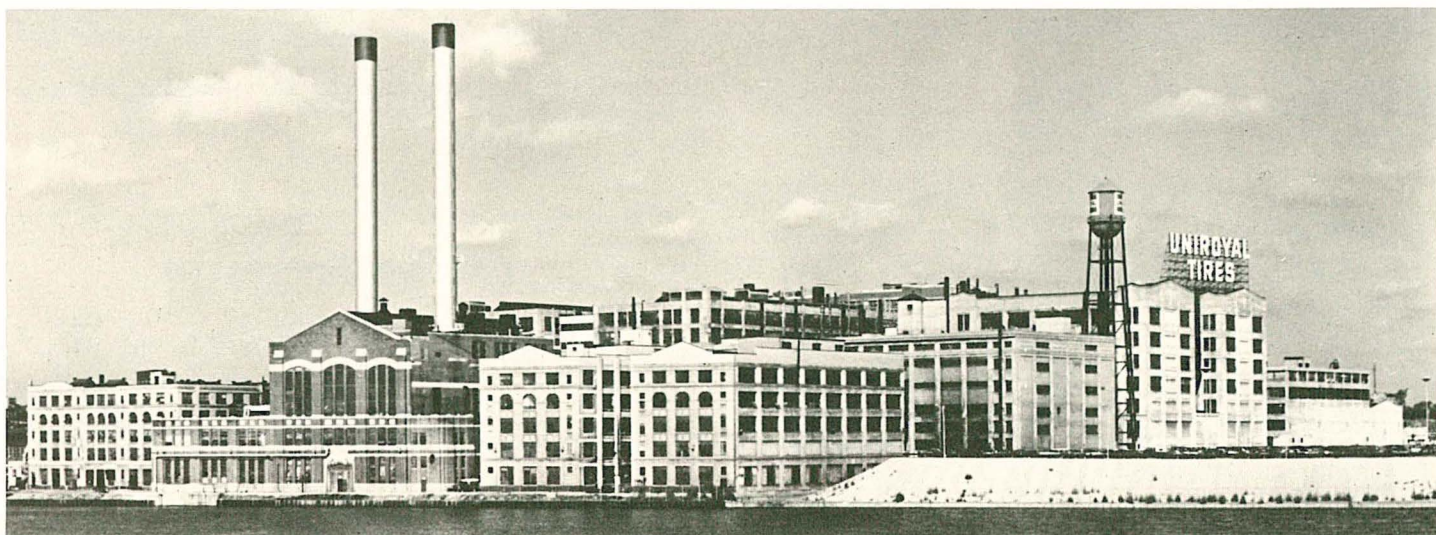
Several additional distressing developments have occurred recently. The Stroh Brewing Company permanently closed its Detroit plant last June, costing the area economy another 1,000 jobs. Stroh announced on Nov. 1 that they will begin demolishing the entire complex where they have "fire-brewed" beer since 1912 and where they hosted an SIA process tour in 1980. The company rejected several rehabilitation options as impractical, but intends to redevelop this prime urban property as a mixed-use industrial park.

Conrail announced last May, that it will close the Michigan

Continued on next page



Below: Uniroyal plant. Uniroyal photograph. Above left & right: Stroh Brewery Co. Stroh Co. photograph.



Central station (Warren & Wetmore, 1913), the last rail passenger station left in the city. In February 1985, Wonder Bread declared that it was getting its buns out of Detroit—or at least halting bun production at its aging (c1910) Detroit bakery. Many view Wonder Bread's decision as a prelude to a complete shutdown. Finally, Vernor's, maker of a unique dark ginger ale, also will close its Detroit plant, built in the mid-1920s.

THE (MOSTLY) GOOD

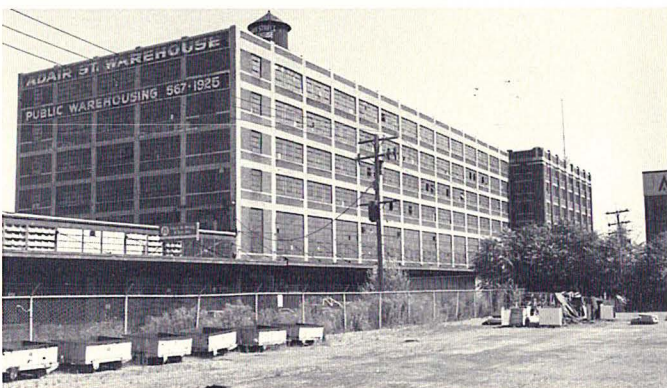
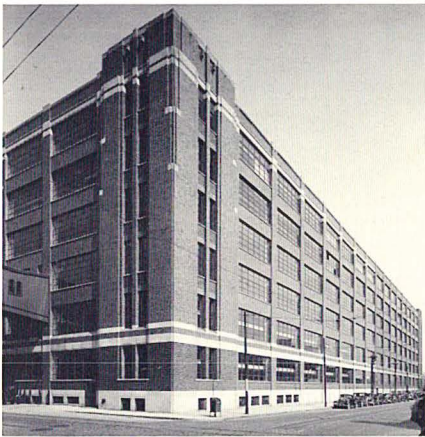
Detroit can boast several impressive rehabilitation projects of various dimensions. The longest is the repair of the MacArthur Bridge (linking Detroit to Belle Isle), a graceful open-spandrel concrete arch bridge of 19 spans, over 2,300 ft. long, built in 1923. The project, which includes repair of the arches and a new deck, will be finished at the end of 1985 at a cost of \$12 million. The railroad car ferry *Lansdowne* (1884), a sorry site to behold at the Detroit Conf., is now a floating restaurant, which opened in November 1983 after a \$2-million rehabilitation.

The most interesting adaptive reuse project (thanks to the Tax Act) is the conversion of five brick buildings constructed between 1853 and 1910 by German immigrant Traugott Schmidt to house a tannery and fur warehouse. The alley between the buildings, historically known as "Trappers' Alley," is now enclosed with glass and forms the central pedestrian mall for the Trappers' Alley Festival Marketplace, a \$20-million version of Faneuil Hall, though only half the size and four stories tall. The complex is located in Detroit's popular Greektown neighborhood, and since opening in May has surpassed projected sales volumes.



Above: Trappers' Alley Marketplace. Charles Hyde photograph.

Left: Park, Davis Buildings in 1940. Albert Kahn Assoc. photograph. Below: Buhl Sons Co. Warehouse. Charles Hyde photograph.



The most significant rehabilitation project in Detroit is the Stroh Brewing Company's adaptive reuse of the vacant Parke, Davis & Company pharmaceutical complex on the Detroit River. In addition to rehabilitating 15 mill buildings constructed between 1894 and 1941, Stroh will erect several new office buildings, parking structures, and a hotel. The resulting development, named River Place, will include office, residential, and retail space. Stroh acquired the property in 1981 and began a multiphase project requiring investments of at least \$150 million. The architect is James Stewart Polshek of New York. Stroh's has already moved its corporate offices into the complex and is converting two Albert Kahn-designed concrete manufacturing buildings (1929, 1938) into additional office space.

Slightly east of River Place, American Natural Resources (ANR) has launched a \$250-million residential and commercial development on a 48-acre parcel extending along the riverfront. The ANR project, dubbed "Harbortown," will occupy a largely vacant, badly deteriorated industrial area. Virtually all of the buildings that remained were demolished, including the Buhl Sons Co. warehouse



Thomas Murphy Ironworks Office. Charles Hyde photograph.

(1919-20). The Michigan SHPO managed to get the developer to save the Thomas Murphy Ironworks office building (1914) for reuse as a marina office when Harbortown is completed.

THE FUTURE

Detroit should enjoy additional projects which recycle industrial buildings, provided that the Tax Act incentives remain in place. In a block adjacent to Trappers' Alley, the Ferry Seed Co. warehouse (Gordon W. Lloyd, 1887) will be converted into an office-retail complex by the fall of 1986, at a cost of \$12 million. The Stroh River Place project remains on schedule.

Reuse of Detroit's abandoned or underutilized industrial buildings will be modest because of the general economic decline of the central city. In August 1981, the Ford Motor Co. sold its venerated Highland Park plant (Albert Kahn, 1910-20) and the 102 acres it occupies to a developer who promised to convert the existing buildings into retail and office space, while luring new tenants into an industrial park on the rest of the acreage. Ford agreed to temporarily lease most of the three million square feet of space for records storage and warehousing. Four years have passed and nothing has come of the proposed project. The Highland Park complex is simply one of dozens of vacant industrial plants in the Detroit area beckoning the wrecker and developer alike. Perhaps the picture will be a bit less grim five years hence.

C.K.H.

CONTRIBUTORS TO THIS ISSUE

Myron J. Boyajian, Homewood, Ill.; Aarne Frobom, MSTRP, East Lansing, Mich.; Richard S. Hartenberg, Northwestern Univ.; Charles K. Hyde, Wayne State Univ.; Carol Poh Miller, Cleveland, O.; Daniel Mordell, Binghamton, N.Y.; John M. Wickre, Minn. Hist. Soc., St. Paul.; Spencer Wilson, C&TSRR Commn., N.M. With thanks.

A REPORT ON THE DUES BALLOT

It's official: by an overwhelming majority, 363 to 46, you have voted to raise the dues by \$5 for most membership categories. We are well over the simple majority of those responding to a mail ballot sent to all voting members as required by the By-laws. I am gratified by this response as it means that our publications program, in particular, can increase its offerings to the membership.

A number of you stressed the idea that publications should indeed be the direct beneficiary of the increase. I can assure you that such is the SIA Board's intention. The *Newsletter*, as well as the journal, received your votes, and we hope to increase the information coming to you in both formats.

You will note that with this issue, *SIAN* is back on track with four numbers per calendar year. With the supplementary Publications of Interest, and occasional oversize issues (like No. 2 this year), we're actually sending out more matter in four issues than we did in the old days with six. Editor Frame always needs more material from you all, however, so please keep up the flow. He can't create news; he can only edit what he hears from us.

The *Historic Bridge Supplement* and Victor Darnell's fine *Directory of American Bridge-Building Companies* also represent publishing achievements we're proud of. David Starbuck has some papers from recent conferences ready for upcoming issues of the journal. It looks like we'll be able to produce a second issue this year, given your affirmative vote on the dues increase. But for *IA*, too, there is always a need for more articles. We don't just want your dues money; we want your written contributions as well!

We have not had a dues increase for some time, and I do appreciate your enthusiastic response to the Board's request to ante-

up another \$5 per annum. Let me assure you we all agree with one member who said Yes, provided it didn't become habit-forming. Another, however, said "It's still a bargain!"

With the ballot, a number of you received a notice requesting payment for dues in arrears for 1984 and/or 1985. In previous years, we have not been consistent in sending the dues invoices by a particular date. For a calendar-year operation like ours, this has resulted in some problems. Furthermore, some people traditionally have paid dues with Annual Conference registration in the spring. That's been as late as June in some years, making record-keeping all the more difficult. People pay later and later in the year, and sometimes skip a year, quite unintentionally.

In 1983, for example, there were a number of lapsed members who caught up early in 1984. Some thought they were paying for 1984, however we credited them for 1983. Hence some discrepancies in the recent notices.

From now on, we're going to try to send out the dues notice no later than January, and we'd like to ask you to return your dues promptly. Please *don't* wait for the Annual Conference registration to pay up.

With an all-volunteer organization like SIA, we do our best, but some errors occur in our record-keeping as well as in yours. For those of you whose records disagreed with our reminder notice, our apologies; for those of you who paid up your arrears, thank you. We appreciate every member's support.

Helena Wright, President

NOTES

MISS. RIVER HISTORY. The new Mississippi River Commission History Center in Vicksburg, Miss., was officially opened in Aug. The MRCHC's territory is the historical record of navigation, flood control, and cultural and environmental resource activities of the U.S. Army Corps of Engineers in the Lower Mississippi Valley. The dedication ceremony included the presentation of the Public Works Historical Society's Certificate of Recognition to the center. Info.: Michael C. Robinson, Div. Historian, MRC/LMVD, P.O. Box 80, Vicksburg MS 39180-0080.

NOW TRY JUNK ROCK. If you sent for your free cassette tape of Emhart Corp.'s *Symphonie Automatique* [noted in *SIAN* 14, no. 1(1985): 8], music partly derived from factory machinery sounds, you may be ready for "junk rock," the avant garde of industrial music, the true "heavy metal" sound. According to an Oct. 3 story in *The Wall Street Journal*, junk rock "is sound produced by scrap metal, car parts and air-conditioning ducts rather than by guitars and drums. Any object that can be made to emit a sound when coaxed with an aluminum pipe, a lead mallet or a power drill qualifies."

The premier industrial band is *Einsturzende Neubauten*, a German group whose not unlikely name translates as "collapsing new buildings." In April they gave a concert at the Ritz in N.Y.C., described by *TWSJ* thusly: "[They operate] a pneumatic drill that screeches like several thousand long fingernails dragged across a chalkboard. That sound is then interrupted by the overamplified slamming of drum pedal against 500-gal. storage tank. A skinny young man screams in German amid a collection of dented car doors, a cement mixer and a refrigerator scavenged for the occasion and ready to be banged, drilled and scraped. Fires leaping from oil drums have a hypnotic, even primitive effect on the crowd." Another group, Boy Dirt Car from Milwaukee, recorded their new record album while beneath a local bridge and in an old Schlitz brewery, reflecting, says *TWSJ*, "the group's interest in 'dangerous music' and in the antisocial effects of industrialization."

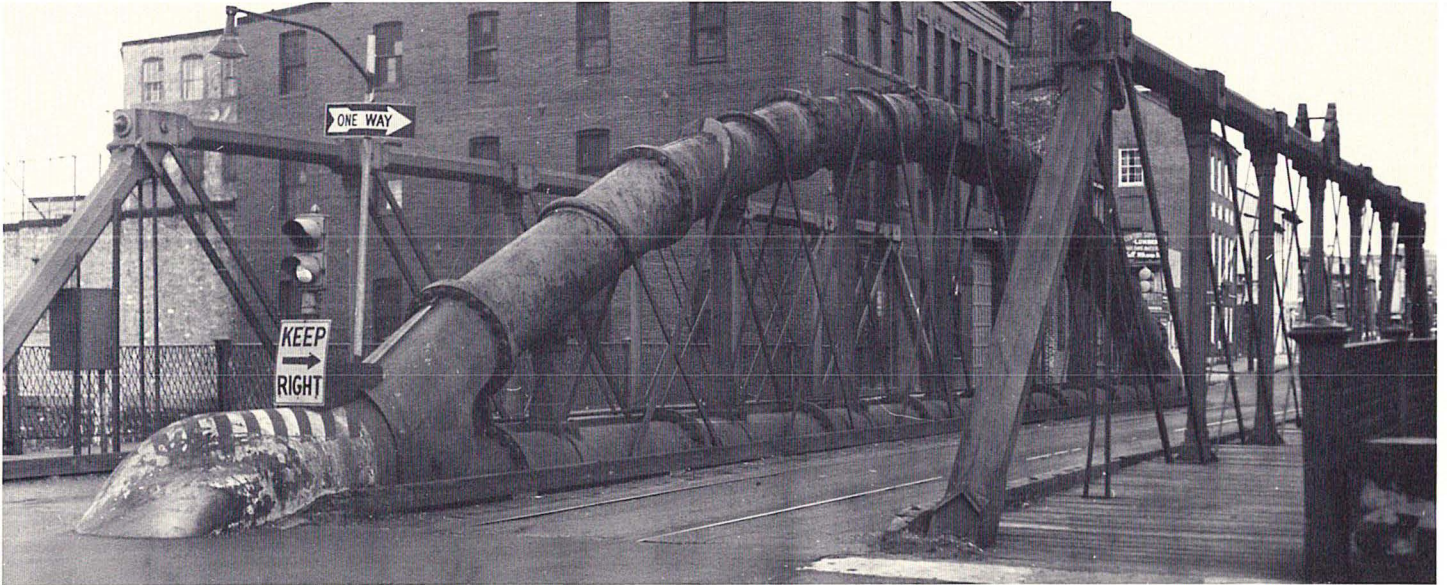
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1985 HAER ANNUAL REPORT. The combined Historic American Buildings Survey/Historic American Engineering Record Annual Report for 1985 (21 pp.) is hot off the press, outlining the past year's program, activities, and accomplishments. In his "Message from the Chief," Robert J. Kapsch [SIA] notes that HABS/HAER received a Distinguished Unit Citation from Nat'l Park Service Director William Penn Mott. The 1985 summer recording effort was "more than twice" the 1984 level, he reports. One wonders how HAER, a valuable SIA ally, accomplishes as much as it does, considering its teeny staff of four (HABS has eight) in Washington. Write for your copy from HABS/HAER Div., Nat'l Park Service, P.O. Box 37127, Wash. DC 20013-7127.

JET LOWE & HIS ART are profiled in "America's Daredevil Documentarian," *Historic Preservation* (Oct. 1985), along with a color & b/w portfolio of the 6-ft. 3-in. HAER photographer's breathtaking IA views (including Watkins Mill, Mo., Brooklyn Bridge, Cuyahoga River Scherzer Rolling Lift Bridge in Cleveland, and a sublime image of ore train remnants in Alaska). In a shot by Fred Quivik [SIA], Lowe [also SIA] is seen standing (with his six-pound camera) astride the members of a high metal truss in Montana. The article also includes deserved coverage of HAER's recording efforts, infused with remarks from SIA stalwarts Robert Vogel, Robert Kapsch (HABS/HAER Chief), and Donald Jackson.

HAER received additional coverage in John R. Bowie's [SIA] "Documentation of America's Industrial Heritage: The Historic American Engineering Record" (*APT Bulletin*, No. 1, 1985), a carefully written review of HAER methodology, complete with numerous examples of HAER photos & drawings.

EXHIBITS



Wendel Bollman's Lombard Street Bridge (1877) in Baltimore. Parts are on display in the Baltimore bridge exhibit. *Smithsonian photograph.*

NOTES

"BALTIMORE'S BRIDGES & THEIR BUILDERS" opened at the Balt. Public Works Museum (in the Eastern Ave. Pumping Station, 701 Eastern Ave.) in Sept. and continues through summer 1986. Bridge engineers Benjamin H. Latrobe, Jr., Albert Fink, and Wendel Bollman all hailed from Baltimore (and worked for the B&O RR), and portions from Bollman's Lombard St. Bridge (1877, dismantled 1974) are on display. The city's bridge history includes the first American iron-girder bridge, erected in 1847 for the Balt. & Susquehanna RR, and the first use of iron in a viaduct, in 1851 in the Carey St. Bridge. For info. call 301-396-5565.

"MADE ON STATEN ISLAND: AGRICULTURE, INDUSTRY, & SUBURBAN LIVING IN THE CITY, 1800-1984." This permanent exhibit at the Richmondtown Restoration Museum traces the cultural, commercial, and industrial development of the island, from the borough's rural roots, through late-19th-C mfg., to the industrial decline of the Depression and post-WW II suburban development. Info.: Penny McDermott, Staten Island Hist. Soc., 441 Clarke Ave., Staten Island NY 10306.

"NEW JERSEY AT WORK." This major traveling exhibit and program profiles four areas of N.J. industry and labor: **"Work Life in a Glass Town,"** with Dohald Pettifer, Wheaton Village, describes 19th-C Millville, a glass factory town; **"Whitesbog & the Migrant Cranberry Pickers,"** with Herbert Githens [SIA], analyzes life at Whitesbog, a cranberry plantation; **"Two Generations of Locomotive Builders,"** with Edward Rutsch [SIA], Hist. Interp. & Pres. Inc., profiles Paterson's Thomas & Jacob Rogers; **"The Iron Workers of N.J.,"** with Richard Steele, examines the effects of technological change on construction skills and the Ironworkers Union. The exhibit/program is sponsored by the American Labor Museum (where it opened in June) and funded by the N.J. Committee for the Humanities. Upcoming schedule: Oct. 1-Jan. 3, Labor Ed. Center, Rutgers U.; Jan. 4-31, Nutley Savings & Loan; Feb. 4-28, Int'l Ladies' Garment Workers Union, Union City; Mar. 1-May 31, Wheaton Village; June 1-Aug. 31, Ocean Co. Library, Toms River. Info.: ALM, Botto Hse., 83 Norwood St., Haledon NJ 07508 (201-595-7953).

IA LIVING HISTORY, SORT OF. Benjamin Henry Latrobe (1764-1820) appeared at the Baltimore Public Works Museum and elsewhere in Md., Oct.-Nov., working on his plans for the Basilica of Assumption and entertaining museum visitors with his observations of the current state of 18th-C and 19th-C engineering practices — particularly the construction of bridges and waterworks. Latrobe's reincarnation was one of ten in "Look Alive Baltimore," a living-history project sponsored by the Balt. Council of Historic Sites and funded by a \$20,000 matching grant from the Md. Humanities Council. Others included Edgar Allan Poe and Charles Carroll, a founder of the B&O RR. Info.: BPWM, 701 Eastern Ave., Balt. MD 21202 (301-396-5565).

PROPOSED NEW 106 REGS. On Oct. 15, following a four-year evaluation, the Advisory Council on Hist. Pres. issued for public comment proposed revisions to its regulations, "Protection of Historic & Cultural Properties" (36 CFR 800), which govern the Sect. 106 review process. Sec. 106 review is the process established by the Nat'l Hist. Pres. Act of 1966 requiring all federal agencies to take into account how their actions could affect historic properties and to afford the AC time to comment. In the IA world, 106 review often involves historic bridges. The AC press release notes changes to 12 regs and refers to "streamlining" rather than fundamental restructuring. Generally, the revisions move more consultations closer to state offices, with more public participation encouraged. Nat'l Hist. Landmarks receive more AC scrutiny. Info.: Robert R. Garvey, Ex. Dir., Attn.: Regs Rev., ACHP, Old Post Office Bldg., 1100 Pennsylvania Ave. N.W. Suite 809, Wash. DC 20004 (202-786-0503).

To help government agencies better understand Sec. 106 procedures, the Advisory Council has published a brochure, "Introduction to Federal Projects & Historic Preservation Law," announcing the 1986 schedule for its two-day training sessions. Registration costs \$160 and is open to any federal, state, or local official whose work involves 106 review. Scheduled are: Wash., D.C. (Jan. 23-24 & July 14-15); Honolulu (Feb. 20-21); Phoenix (Mar. 17-18); Nashville (Apr. 17-18); Boston (May 15-16); Kansas City, Mo. (June 16-17); Seattle (Aug. 7-8). Brochure and other info.: GSA Training Center, Property Management Inst., P.O. Box 15608, Arlington VA 22215 (703-557-0986).

CONFERENCE REPORTS

OHIO BRIDGE HISTORY was reviewed in detail during the Nov. 1 Historic Bridges Conf. at Ohio St. U., Columbus. Several presentations focused on bridge rehabilitation. Sessions included: "ODOT's Historic Bridge Survey: Development & Results," by Karen Young (ODOT); "Historic Bridges: Repair, Rehabilitation, Restore... or Remove?" by Donald Timmer (Richland Engineering Ltd.); "Rebuilding Cleveland's Outstanding Bridges," by John R. Wolfs (Cons. Engr.); "Rehabilitating the Covered Bridges as an Expression of Art," by Donald D. Glower (Dean, OSU Coll. of Engng.); "The History of the Wooden Truss Bridge in Ohio," by Miriam F. Wood (S. Ohio Covered Bridge Assn.); "Notable Stone & Concrete Bridges in Ohio, 1850-1910," by Sara Ruth Watson (Cleveland St. U.); "the Risk of Innovation: Ohio Bridge Patents in the 19th C.," by David A. Simmons [SIA] (Ohio Hist. Soc.); and "Work Suspended: The Building of the Cincinnati Suspension Bridge," by Phillip D. Spiess II [SIA] (Smithsonian). Also speaking at the conf. was noted bridge restoration engineer Abba Lichtenstein [SIA]. Congratulations to OSU's Dept. of Civil Engineering for sponsoring research on historic bridge engineering and restoration.

SHOT ANNUAL MEETING. SIA members made a significant number of contributions at the annual meeting of the Society for the History of Technology, Dearborn, Mich., Oct. 17-20, including: Lindy Biggs, "Ford's Rational Factory"; Gary Kulik, panelist on "New Directions in the Hist. of Tech.: Reflections on Theory & Method"; David Lowell Hay, "Before Ford: 19th-C Assembly Line in the RR Freight Car Industry"; Donald C. Jackson, "Water Rights & Water Storage: Dam Engineering & the Development of the American West, 1850-1930"; John Bowditch & Lawrence Gross, panelists on "Collecting Ideas, Selecting Artifacts"; and Merrit Roe Smith, "Aitkin's *Taylorism at the Watertown Arsenal*." Program chairman was Terry S. Reynolds.

AUSTRALIAN ENGINEERING HERITAGE. The 2nd Nat'l Conf. on Engineering Heritage, organized by the Institution of Engineers, Australia, was held May 20-22 in Melbourne. Presentations of interest included: "Economical Preservation of Places of Engineering Heritage," by P.J. Butcher (Rooney & Bye Aust. Pty. Ltd., Sydney); "Development & Operation of a Technological Museum at Sovereign Hill, Ballarat," by P.L. McCarthy (Ballarat Coll. of Advanced Education) and H.C. Conder (Sovereign Hill Historical Park); "Treatment of Artifacts — Conservation or Destruction," by P.J. Kentish (Australian Mineral Development Laboratories, Adelaide); "Development of the Melbourne Engine," by D.S.F. Atkinson (Melbourne Steam Traction Club Ltd.); and "Mr. Watt's Stupendous Steam Engine," by L.M. Crossley (Power House Museum, Sydney). A volume of preprints of the conf. papers was issued as Nat'l Conf. Pub. No. 85/3, Inst. of Engineers, Australia, 11 Nat'l Circuit, Barton, A.C.T. 2600, Australia.

Artifactory

AASLH IA SESSIONS. At the Annual Meeting of the Am. Assn. for State & Local History, Sept. 10-13, in Topeka, at least two sessions were of IA interest. "The Restoration of the 'Cyrus K. Holliday' Locomotive: A Case Study" was the session focus for a discussion of the restoration of technological artifacts in museums. The "Holliday" is an 1880 Santa Fe Rwy. steam locomotive destined to be a major exhibit at the Kansas Museum of History. A related session addressed "Transportation Museum Opportunities & Problems," particularly problems associated with extremely large artifacts, hands-on interpretation, and the conflict between use and preservation of collections. Program materials from AASLH, 172 2nd Ave N., Suite 102, Nashville TN 37201.

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THE LEXINGTON GROUP in Transportation History held its annual meeting Sept. 27-28 in Memphis, sponsored by the St. Louis S'western Rwy. (Cotton Belt). Papers included "Memphis & the Interurban Era," by H. Roger Grant (Univ. of Akron); "The Transportation Problem-Solving Approach at Southern Pacific," by William J. Lacy (SPTCo.); and "Jay Gould, the Cotton Belt, and the Development of Arkansas," by Maury Klein (Univ. of R.I.). Details avail. from the editor of the *Lexington Newsletter* (a jam-packed bibliographical quarterly, mostly RR, that's harder on the eyes than microfilm), Don L. Hofsommer, 1010 Zephyr, Plainview TX 79072.

A CALL FOR ABSTRACTS has been issued for the 1986 Annual Conf. of the Assn. for Preservation Technology (APT), Oct. 1-4, 1986, Austin, Tex. The conf. theme is "Handcrafted to Machine-Made: Building Technologies, Analysis & Preservation," and APT is "seeking presentations associated with the most basic methodology and handcrafted construction as well as the most sophisticated of conservation technology and machine-made building systems." Conf. topics will appeal to SIA members and include (1) Materials: wood (log building, heavy-timber framing, planing & sawing, early stick construction, consolidation techniques); stone (quarrying methods, tooling consolidation techniques); metal (hardware, structural systems, pressed metal facades & ceilings); abode (construction techniques and stabilization methods); brick (dev. of pressed & extruded, pres. techniques for soft and sandblasted brick); paint & finishes (hand-mixed paints, standardization of paints, early wallpaper mfg.); (2) Philosophy: high-tech vs. handcrafted replication, and building codes vs. preservation standards; (3) Regional Emphasis: Mexican connection, capitol building restorations, and rural preservation. Abstracts should be typewritten, single-spaced, 400 words max. (that includes title, speaker, mailing address, phone, & abstract text). Deadline is Jan. 15, 1986. Mail to APT Austin '86, P.O. Box 2593, Austin TX 78768-2593 (questions to Program Chair Dick Ryan at 512-475-4407).

THE N.J. HISTORIANS' SEMINAR, cosponsored by the N.J. Hist. Commn. and Princeton U. Hist. Dept., is an opportunity to present works in progress. Held Oct. 1985 through April 1986 at Princeton's Rockefeller College, it includes sessions of IA interest: Feb. 18—"The 'Radium Girls': Debates Over a New Industrial Disease," by Claudia Clark (Rutgers U), and Apr. 24—"South Jersey & Phila.: Regional Development in the Textile Industry," by Philip Scranton (Rutgers U).

MORE IA ANNIVERSARIES IN 1985

Editor's Note: Readers are invited to submit anniversaries for 1986.

BICENTENARIES (1785)

The 1785 Boulton & Watt steam engine in Sydney, Australia, was the first engine to be fitted with parallel motion, even though single-acting at birth. Alteration to its present double-action came in 1795. It was steamed last July 21st in celebration.

150th ANNIVERSARIES (1835)

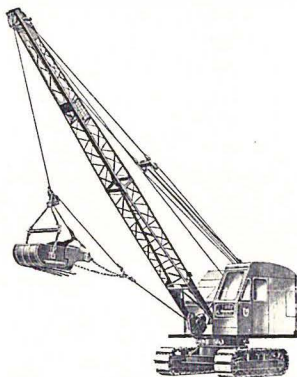
The first German railway line, Nurnberg-Furth, was opened, using a British locomotive.

New Orleans streetcar system opened. It is reportedly the oldest continuously operating streetcar line in the world [see note in this issue].

AVAILABLE

CRANES SEEKING GOOD HOME. A c1920s travelling crane with timber bridge and friction drive of the trolley, 5-ton capacity, is available for a museum or other foster parent. It has above ground cab operation, and two 10-hp. electric motors. Currently installed in firm's warehouse. Photos & info.: Dwight Reynolds, Pres., International Corp., Stainless Steel Service Center, 660 Ramsey Ave., Hillside NJ 07205 (800-526-4938).

A **Link-Belt Crawler Crane** (Model LS-51, built in 1952) is available from the original owner for loan to a museum. It has been stored inside since purchased new and retains pristine exterior paint. Includes: original Waukesha gasoline engine and parts (only 1,500 working hours), two-piece 30-ft. boom, two point sheaves, fairleader for dragline operation, Rud-O-Matic tagline winder for clam-shell operation, 20-in.-wide track shoes. Museum display must be inside. Photos & info.: Ken St. Clair, 2594 Lafayette Ave., Columbus IN 47201 (812-379-4205 after 7 p.m.).



IEEE ELECTRICAL HISTORY FELLOWSHIP. The Inst. of Electrical & Electronics Engineers (IEEE), through its IEEE Life Member Fund and History Committee, will award a 1986-87 Fellowship in Electrical History for either one year of full-time graduate work in the history of electrical engineering and technology at a college or university of recognized standing, or for support of up to one year of post-doctoral work in the same field. For a pre-doctoral recipient, the stipend is \$8,500 with an additional amount up to \$2,000 for academic tuition and fees. The stipend is \$10,500 for a post-doctoral recipient. Application deadline is Feb. 1, 1986. Info.: Director, IEEE Center for the History of Electrical Engineering, 345 E. 47th St., NY NY 10017.

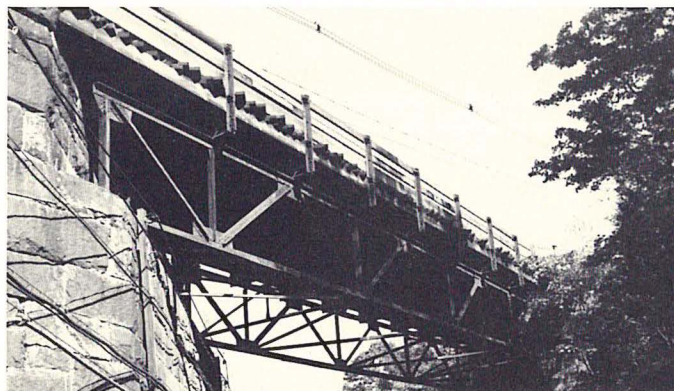
ROVENSKY HISTORY FELLOWSHIPS. Applicants are sought for three \$3,000 tax-free fellowships in American business or economic history, founded in memory of John E. Rovensky, banker and chairman of American Car & Foundry Co. (later ACF Industries). The Univ. of Ill. Foundation administers the fund. Applicants must be citizens of U.S. or Canada who are working toward a Ph.D. with American economic or business history as the major interest. Recipients must be enrolled in a doctoral program at an accredited institution in the U.S. Preference given to those preparing for a teaching and research career, and who have completed one year of graduate study. Deadline is Feb. 15, 1986. Info.: C. Clyde Jones, Dept. of Management, Kansas State Univ., Manhattan KS 66506.

STEINWAY REVISITED (every month). Whether or not you were among the lucky few who toured the Steinway & Sons piano factory during last spring's SIA Annual Conf., you will want to get "Steinway: Family & Factory," the 1986 LaGuardia Archives Calendar. For each month there is a 9x12-in., b/w montage of historic and recent Steinway photos and memorabilia, documenting the social, industrial, and labor history of the plant in Queens. We couldn't take photos ourselves during the tour, but several of these are the ones you might have shot. Significant Steinway events are noted on the appropriate calendar days. Send checks for \$3 (payable to La Guardia Educational Fund) to Richard K. Lieberman, LaGuardia Archives, LaGuardia Community College CUNY, 31-10 Thomson Ave., Long Island City NY 11101 (718-626-5078).

The Steinway records at the archives include 175 ft. of production, sales, personnel, and financial records, with some 400 photos and a 1920s film of factory operations.

AT&T TELEPHONE HISTORY FELLOWSHIP. In 1986 AT&T Co. will award a \$10,000 fellowship in support of doctoral research into the history of AT&T, its predecessor, and associated enterprises. Advanced students who have completed their course work in an accredited university graduate program of business history or related field are eligible. The purpose is to furnish one year's financial support for a student to conduct research utilizing AT&T's business archive in N.Y., containing 500+ letterpress books of general manager's and president's correspondence and 500+ boxes of additional materials cataloged by subject. Applicants should submit a proposal by April 1, 1986, describing their projects' major focus, objectives, research design, and timetable, together with a graduate transcript, two faculty references, and other information the applicant deems appropriate. The award will be announced May 1. Applications/info: Robert W. Garnet, Historical Archive & Publications Group, AT&T Co., 195 Broadway, Rm. 1508, NY NY 10007.

FREE 1888 WARREN DECK-TRUSS. The Chapman Street Bridge over Northeast Corridor tracks in Canton, Mass., is available from the Mass. Dept. of Public Works (MDPW) to a responsible party for relocation and preservation. The bridge will be replaced (new construction begins in spring 1986) and MDPW is advertising its availability to mitigate adverse effect, pursuant to Sec. 106, Hist. Pres. Act of 1966, at the request of the Advisory Council. Erected in 1888 by the Boston Bridge Works, Chapman St. is a heavily skewed, single span, 64 ft., wrought-iron, rivetted, Warren deck-truss, currently rated to carry 10 tons. It is believed to be the oldest of 23 surviving deck-trusses under MDPW purview, one of only two from the 19th C., and the only one of wrought iron. It was designed by Samuel Lawrence Minot (designing engr.) and Edward S. Shaw



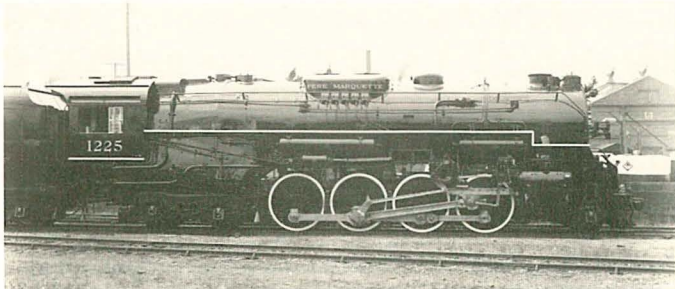
(cons. engr.) for the Old Colony RR. The new location and owner will be decided by MDPW, Fed. Hwy. Admin., and the SHPO, based on the party's ability to preserve and publicly display the bridge. Additional requirements and info. (Mar. 1, 1986, deadline for inquiries) from Ann Booth [SIA], Hist. Pres. Consultant, MDPW, 10 Park Place, Rm. 4260, Boston MA 02116-3969 (617-973-7497).

EXCELSIOR DRILL PRESS, manufactured c1880-1900, 20-in., belt-driven, free to a good home. I'm moving and it's too heavy to move with me—come and get it, haul it away! Weighs 1,200 lbs. Lineshaft pulleys go with it. Alan Walmer, 607 Fifth St., New Cumberland, PA 17070 (717-774-7725).



MACRO-RESTORATION: REFLECTIONS ON MUSEUM FINANCE

The following opinion piece on macro-restoration by Aarne Frobom is reprinted with permission from PROJECT 1225, newsletter of the Michigan State Trust for Railway Preservation in East Lansing. MSTRP is restoring locomotive 1225, shown below in the Lima Locomotive builder's photograph (C&O Historical Society photograph). Ed.



Bet you didn't know we had a macro-restoration on our hands, did you? You thought it was a locomotive, right? *Macro-restoration* is the new word coined by museum professionals for the kind of work done by railroad museums, and it was the title of a session of the American Association of Museums annual conference last June 10th at Detroit. For the second year in a row, the AAM has held a discussion on the preservation of large industrial objects. (Last year's panel included Mike Lennon of the Seashore Trolley Museum, one of the few AAM-accredited railroad museums.) This is part of a slowly-growing recognition of our industrial heritage by the mainstream museum world, which is still mostly oriented toward art objects and handicrafts rather than manufactured goods and industrial crafts.

The museum business reflects the tastes and prejudices of the people in it, and for the most part, museum supporters think of cultural activities as something far removed from what average people do. Riding trains and working in machine shops, despite their fast retreat into America's past, seems too ordinary to attract much interest from the class of people who support art and natural-history museums. Recent history and technology have usually been the poor relations of the museum world. In Michigan, for example, we've seen hundreds of thousands of dollars, including much public money, spent to turn a passenger train into an art museum, but none to preserve a train as a *train*. The *Michigan Artrain* is a fine educational device, but railroad museums might be envious of its budget, which would enable a volunteer organization to put several restored trains on the road.

Newcomers to railroad preservation often assume that private and government grants are available for our efforts, but the competition for these is keen. A single-exhibit museum that moves, like Project 1225, is too unconventional to fit the guidelines under which these are handed out. Also, most enthusiast-run railroad museums are too sloppily run to qualify for assistance, but railfan awareness of sound museum practice is growing, as is the museum world's awareness of industrial history. There are some signs of change in museum funding. There has been a series of grants to maritime museums for some sailing and steamship restorations. "Maritime preservation" attracted a lot of supporters following the splashy sailing-ship events of the Bicentennial, but it probably helped that the age of sail is far enough behind us to make it seem exotic, and it's probably not a coincidence that sailing is a popular hobby among the people who fix the priorities of foundations and government agencies. Unfortunately, it will be a while before many trend-setters take up boiler repair in their spare time and support of technological museums becomes fashionable. Until then, most railroad museums are on their own.

SITES & STRUCTURES

CELEBRATING STREETCARS. In New Orleans, citizens are celebrating the 150th anniversary of their streetcar system, opened Sept. 26, 1835, and reportedly the oldest continuously operating line in the world. Electrification came in 1893, and car population reached almost 700 in the 1920s. In 1964 many routes were dropped and cars virtually given away. Today, 35 1923-vintage cars remain, but the Regional Transit Authority is tracking down and reclaiming any surviving elsewhere. The St. Charles line, on the original alignment, still operates (designated a Nat'l Historic Mechanical Engineering Landmark by the ASME in 1984), but the legendary Desire line is no more. At **Penns Landing, Phila.**, Trolley Valhalla Inc. and the Buckingham Valley Trolley Assn. is attempting to maintain and operate three regional streetcars after moving out of two previous locations. One now running is a 1918 Phila.-built J.G. Brill car.

The **Fox River Trolley Museum**, which operates a short segment of the old Aurora, Elgin & Fox River trolley line at Elgin, Ill., has announced plans to raise \$80,000 in donations to purchase the former Chicago Great Western station [1887, NR] at St. Charles, Ill., and relocate it at the museum to house traction artifacts. Built by CGW predecessor Minnesota & Northwestern of Ill., it is one of four extant wooden CGW depots remaining in the state.

Pacific Rail News

FIRST PA. COAL SITE MARKED. Last April, just above an outcrop of the Pittsburgh coal seam along McArdle Roadway, a historic marker with the following text was erected: "The State's

bituminous coal industry was born about 1760 on Coal Hill, now Mt. Washington. Here the Pittsburgh coal bed was mined to supply Fort Pitt. This was eventually to be judged the most valuable individual mineral in the U.S." The outcrop was chosen for the marker since the exact location of the original mines is unknown. Since 1760, more than *one billion tons* of coal have been removed from the Pittsburgh seam in Allegheny Co. alone.

Pa. Geological Survey Magazine

IOWA MILL SURVEY. A major survey is being conducted by the Iowa Office of Historic Preservation "to explore the milling industry, identify surviving and lost old mills, and treat the impact of the milling industry and technological developments in flour and cereal milling." When the survey is completed, IOHP hopes to publish a book on Iowa mills. If you have info. on a specific Iowa mill, write James E. Jacobson, Iowa State Hist. Dept., E. 12th & Grand, Des Moines IA 50319.

C&TSRR IS ASCE LANDMARK. The Cumbres & Toltec Scenic Railroad, a narrow-gauge line in northern New Mexico and southern Colorado, was dedicated in Oct. as a Nat'l Historic Civil Engineering Landmark by the American Soc. of Civil Engineers. The natural terrain provided an extraordinary challenge to engineers during the 1880 construction. The C&TS is a surviving segment of the once extensive narrow-gauge system in the region.

S.W.

FORD AIRPORT HANGAR ON NATIONAL REGISTER

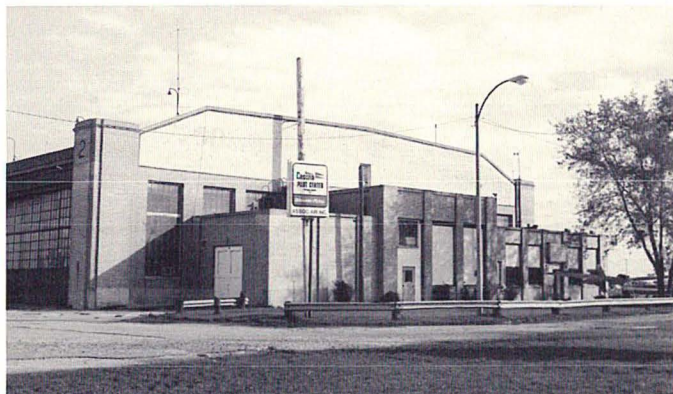
The all-steel airport hangar at Lansing, Ill., designed by Albert Kahn for Henry and Edsel Ford, was placed on the Nat'l Register and recognized during a ceremony in Oct. at the former Ford Airport, now Lansing Municipal Airport. Completed in 1927 and still in use, it is a fine, early example of modern hangar design and construction.

The airport was built by Ford to service his nearby auto plant at Hegewisch, just outside Chicago, erected in 1922-23. In the interim, he had become deeply involved in aviation, opening his Dearborn, Mich., airport in 1924, and establishing a Ford air service to several plants. During the same period, the company began manufacturing aircraft, notably the Ford Tri-Motor, and passenger service began on the company route.

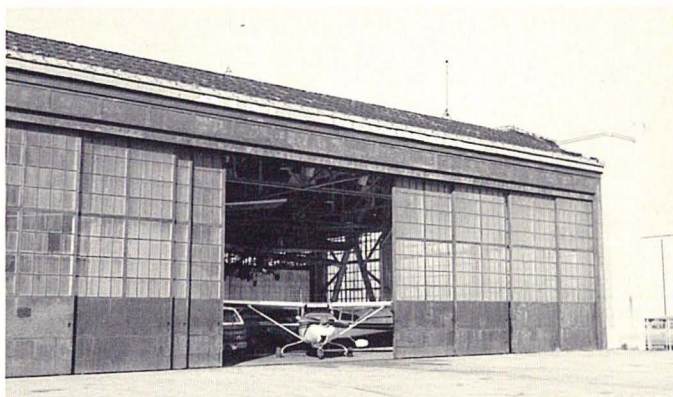
When commissioned by Ford to design the Lansing hangar, Kahn chose a modern brick and steel, fire resistant, "factory-type" design, 106 x 124 ft., with large spaces and considerable natural light, instead of the traditional dark, barn-like wooden hangar. Interestingly, the structure's solid brick piers, one at each corner, are a nod to convention — they do not support anything and largely serve to lend an air of solidity to a structure whose new design might appear too flimsy. Two 18-ft.-wide braced, steel towers carry the cantilevered roof and door system that is the hangar itself, providing for large open work and storage areas, and the ten huge sliding steel doors on each of the building's ends. A 19.5-ft.-high door can be moved easily by one person regardless of wind or weather conditions. An expanse of steel sash windows (each 15 x 18.5 ft.), together with the door system, provides natural lighting over 40% of the floor area.

Ford had an interest in modern navigational aids, and the original 1926 2-million candlepower, 24-in. beacon remains atop the hangar. The hangar's innovative radio beacon is gone.

M.J.B.



FORD AIRPORT HANGAR (1927, Albert Kahn), Lansing, Ill. Above: Hangar exterior, showing office and waiting room. Below: The sliding sash doors. Inside can be glimpsed the A-frame steel tower which carries the cantilevered roof system. Myron J. Boyajian photographs.



CALENDAR

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

Jan. 8-12: Meeting of the Soc. for Historical Archaeology/Conf. on Underwater Archaeology, Sacramento, Calif. Suggested post-conf. tours includes the San Fran. Maritime Museum and Bale Grist Mill. Info.: Peggy Scully, SHA Program Chair, Lowie Museum, Kroeber Hall, Univ. of Calif., Berkeley CA 94720.

Jan. 13-17: A special session on the successfully rehabilitation of historic bridges is being developed for the annual meeting of the Transportation Research Board, Wash. D.C. Info.: Howard Newlon, Jr. [SIA], Va. Hwy & Trans. Research Council, Box 3817, Univ. Sta., Charlottesville VA 22903-0817.

Apr. 2-6: Annual Meeting, Soc. of Architectural Historians, Wash. D.C. Info.: SAH, Suite 716, 1700 Walnut, Phila. PA 19103-6085.

Apr. 2-6: Annual conventions, Popular Culture & American Culture assns., Atlanta, Ga.

May 7-10: Annual Meeting, Vernacular Architecture Forum, Kingston, N.Y., focusing on interpretive, interdisciplinary approaches to vernacular arch. Deadline for paper proposals is Jan. 1. Info.: Neil Larson, Program Chair, Box 164, Stuyvesant NY 12173.

June 12-15: SIA 15TH ANNUAL CONF., CLEVELAND, OHIO.*

To Sept. 1986: Traveling exhibit, "Rhode Island's Lighthouses: Past, Present, Future," opening at the Newport Tourism & Convention Center. Info. & schedule: Sarah Gleason [SIA], R.I. Office of Info. & Ed., 83 Park St., Providence 02903 (401-277-6800).

Oct. 1-4: Annual Conf., Assn. for Preservation Technology, Austin, Tex.*

* Find details on this event elsewhere in this issue.

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.

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