Massive canal restoration project slated for Waterloo Village, N.J.

Tom Rick [SIA] is looking for a metal pony truss for Waterloo Village near Stanhope, N.J. When he finds the right bridge, it will become part of an incredibly ambitious effort to restore to working condition about a quarter-mile length of a lower canal, a lock, a river crossing, an inclined plane, and about three-quarters of a mile of an upper canal. All the machinery and facilities of the canal will be replicated, including the turbine to power the winding drum, the drum and all gearing, all buildings, a cradle car for the canal boats, two boats, and a mule barn.

In the original operation a canal boat arriving at Waterloo Village and heading east would be maneuvered from the lock to the stilling basin where it would be floated aboard a half-submerged, heavy oak cradle car with wheels on iron rails. The car would be winched by wire cable to the top of the plane and be lowered into the upper canal to continue on its journey.

Waterloo, the only canal village left in N.J., is the site of Plane Number 4 West on the Morris Canal (1830-1926), a system that stretched between Jersey City and Phillipsburg on the Delaware River. The canal and plane with rails and sleepers are intact.

Rick is project coordinator for the Waterloo Foundation for the Arts and, as president of Manitou Machine Works, Inc., of Cold Spring, N.Y., will do the engineering study necessary to restore the plane and lock, a project estimated to take two years. Although he hoped that construction would begin this summer, funding delays have set the work back. According to Rick, the Morris Canal photographs and drawings in the N.J. state archives are quite complete. Given the available resources, project planners believe that fabrication of the necessary turbine, rails, wire ropes, and other machinery should not be an insurmountable problem. Likewise, the building of a canal boat and railway carriage also could be done with little difficulty since photos and plans of both exist.

If you know of an appropriate bridge for the Waterloo project (see photo of original), contact Tom Rick, Manitou Machine Works Inc., 37 Main St., Cold Spring NY 10516 (914-265-3153).
Buildings of the Springfield (Mass.) Armory survive that date from the early 19th-C, but most of its machinery—with the notable exception of the 1820s Blanchard lathe—is long gone. This posed a problem for the makers of a National Park Service movie about the history of small-arms manufacture at the Armory.

First they simulated Springfield's pre-industrial gunsmithing at Williamsburg, Va., and filmed the action of the replica Blanchard lathe at the National Museum of American History in Wash., D.C. Then, in pursuit of authentic-looking factory settings, in mid-May the NPS sent a film crew from Harpers Ferry, W.Va., to three New England sites to shoot footage for the movie.

The movie-makers depicted 1850s machine techniques on-site at the American Precision Museum in Windsor, Vt., which is housed in the 19th-C Robbins & Lawrence gun factory building. At Pawtucket, R.I., they filmed the replica breast wheel in the Wilkinson Mill at the Slater Mill Historic Site. They then proceeded to New Haven, Conn., to portray early 19th-C machining in the custom gun shop of the U.S. Repeating Arms Co. (formerly Winchester's). Although most of the work in making custom-fitted sporting guns is done by hand, the shop is outfitted with occasionally used machine tools of various ages. In one area of the shop, late 19th-C machines, including a sequence of Lincoln millers arranged as if for mass production, are still powered by leather belts from line-shafting. Except for its fluorescent lighting, this area provided an authentic setting for the Springfield Armory movie.

Arriving at the factory with cameras and lamps, period costumes, and a make-up expert, the film crew dressed five custom gun shop craftsmen in grease-smeared white collarless shirts and aprons, vests, and workman's caps. They restyled their hair, powdered their faces, and pasted on turn-of-the-century mustaches. As the dolly rolled and re-rolled along its track, carrying camera, mikes, and crew, the impromptu actors obeyed the director's commands for "Action!" by repeatedly operating and oiling the machines, and shifting the belts from fast to loose pulleys at the end of each "take."

Among the amused kibitzers off-camera were SIA members Michael Raber, Pat Malone, Robert Gordon, and me. At the time we all were preparing a manufacturing history of Springfield Armory (also featured in the special Springfield Armory theme issue of IA, vol. 14, no. 1, 1988). The Park Service film will premier at the Springfield Armory Museum when it reopens in 1989 following a major reinstallation of exhibits.

C.C.C.
White Pass & Yukon is back on the track

“The irresistible power of progress opens the way for the traveler and adventurer, clearing the massive boulders, leveling the mountains and bridging the chasms, that it may girdle the globe with its bands of iron, and plant its standard with its watchword ‘Excelsior’ upon hitherto inaccessible summits. The solitude of nature is forever undone.”

Travelling over the White Pass & Yukon Ry, just after its completion in 1900, C.M. Taylor expressed the confident expansionism of the turn-of-the-century white Euro-American. Like the Klondike Stampede that swirled around it, the narrow-gauge (36 in.) railway, stretching 177 kilometers from Skagway, Alaska, through the rugged coastal mountains to Whitehorse in the Yukon Territory, was part of the aggressive search for wealth on the world’s frontiers.

The promising future of resource development in the Yukon River basin attracted investment before the gold rush of 1897-99. The rush, however, encouraged fast work by the White Pass & Yukon Ry. Co. Ltd. of London, England. In May 1899 the first construction materials had landed at Skagway. Work began immediately under the single-minded direction of a Canadian railway contractor, Mike Heney. Within two years a work force of some 35,000 transient laborers clawed a suitable roadway out of some of the most difficult terrain traversed by a railway in North America. On July 29, 1900, the last spike tying the line from Pacific tidewater to the navigable headwaters of the Yukon River was hammered in at Caribou Crossing (now Carcross), Yukon Territory.

While the gold rush was over by the time the WP&Y began operation, the company prospered for over a decade. By hauling in heavy equipment to support the mechanization of Klondike placer mining and hauling out copper ore from the Whitehorse area, the WP&Y—with its Yukon River shipping subsidiary, the British Yukon Navigation Co.—consistently earned a healthy profit.

Lean years in the 1920s and ’30s, followed by slowly increasing tourism and the initiation of silver-lead ore exports from the Stewart River mines at Mayo, barely kept the company solvent. The construction of the Alaska Highway during World War II relied heavily on the railway for supplies and services. Despite heavy wartime usage by the U.S. Army, the railway was in poor physical condition with limited prospects for profitable operation in the immediate post-war period.

In 1951 a new Canadian company, the White Pass & Yukon Corp., took over the moribund railway and steamboat lines. A program of modernization produced a highly efficient transportation system that introduced ‘containerization’ to the transport world. The company’s continued reliance upon mineral exports led to financial problems in the late 1970s when low world prices for base metals closed most Yukon mines. Without freight, and with many tourists now using the new Klondike Highway to Skagway, the company shut down rail operations in 1982.

Since the fall of 1987 several different companies attempted to re-establish a limited tourist operation to forestall a possible sale of assets that would see the dispersal of the railway’s equipment. These efforts failed, largely due to the complexity of existing union arrangements and the high cost of upgrading the now-deteriorated roadbed. Happily, in March 1988 the WP&Y Corp. announced it would run a seasonal tourist train from Skagway toward the Summit of White Pass beginning in May 1988. The company hopes to extend the trip to Bennett, B.C., or Carcross, YT, in future seasons. It appears likely that visitors will once again be able to enjoy one of the most dramatic train rides on the continent.

The completion of the WP&Y had a major impact on the Yukon’s transportation network. Previously served only in the summer by sternwheelers running upstream from Alaska, the interior of the Yukon now had a year-round connection with the outside. The company’s integrated transport service effectively eliminated competition and made the YT a WP&Y preserve for over 50 years. The railway into the Yukon underscores the dependency of northern development in Canada upon external capital and outside control.

To commemorate the railway’s role in the Klondike gold rush and its important impact on Yukon history through the 20th C, the Historic Sites and Monuments Board of Canada has declared the railway to be of national historic significance. In Aug. a plaque unveiling ceremony was held at the railway station in Whitehorse, YT.

D.N.

CONTRIBUTORS TO THIS ISSUE
What's a-brewing in Iceland? Could it be... IA?

IA is a potentially rich field of study in Iceland, even though the industrial revolution never touched the country. Situated in the middle of the North Atlantic, this thoroughly modern nation of a quarter-million people preserves industrial relics from both sides of the ocean. Two railroad locomotives have been imported into the country and both still exist, one in a museum. Icelanders are careful to preserve the relics of past industrial progress; at folk museums, homemade lathes and exact homemade replicas of Stanley planes are exhibited next to rich textiles and fine furniture. A new maritime museum preserves fishing implements, and the nation’s first airline plane hangs from the ceiling of the new air terminal at Keflavik.

The Egill Skallagrimsson brewery on Njalsgata, Reykjavik, has been little changed since the present machinery was installed in 1929. Most of the product conforms to local laws requiring beer to contain less than 2.25% alcohol by volume. To meet this restriction, Icelanders have created several full-flavored but low-alcohol beers that are sold in the soft-drink market.

On March 1, 1989, this will change. Strong beer will become legal in Iceland for the first time since 1913. Sanitas brewery in Akureyri has already begun building a new plant to meet the expanded demand, but Skallagrimsson’s management remains mum on immediate expansion plans. The little old brewery is scheduled for abandonment within five years anyway, as the company’s new suburban plant is completed.

A recent merger of Iceland’s two major wool producers may lead to scrapping of one of the older plants. The former Alafoss plant near Reykjavik is a small wool processing operation from early in the present century, reminiscent of many that existed in the U.S. and England during the 19th C.

In spite of the rich Viking heritage in its care, the Icelandic national museum has given space to the present century. A recent exhibit featured kitchen equipment from earliest times to the 20th C, and farm machinery is being collected. All the nation’s museum and archeological collections are being catalogued in a single computer database.

Edward F. Heite has published an overview of Iceland’s breweries in “The Beers of Iceland,” All About Beer (July 1988). He proposes that anyone interested in an IA tour of Iceland, particularly in connection with the upcoming Mar. 1 legalization of strong beer, contact him at POB 53, Camden DE 19934-0053 (302-697-1789). Ed.

Edward F. Heite photos.
TRANSPORT


The Automobile in American Life. Exhibit, Henry Ford Museum (Dearborn), 1987-1990. Extensive, basically enthusiastic, rev. in Public Historian 10, Summer 1988, p98-102; considers exhibit to be “complex, vivacious, subtle and multi-layered”; only major fault being a too-sunny view ignoring problems of environment, Japanese competition, etc.


Gary W. Dollzell and Stephen F. Dollzell, Monocen: The Hoosier Line. Interurban Pr. (Box 6444, Glendale CA 91205), 1987. 230p, illus., equipment rosters. $40. Southern Ind. RR (incl. some coal & limestone traffic); primarily a railfan/locomotive book, post-1945; incl. ch. on Lafayette shops.


Ken Karwiewicz and Scott Hartsey, Sussexany: From Shoreline to Stackpacks. Railplace Co. (Box 357, Piscataway NJ 08855), 1987, 104p, illus., English transl. Story of revival of New York, Sussexany & Western, is a nearly moribund switching line to the linchpin of a transcontinental stackpack route.” Outstanding photos (mostly color); of esp. IA interest is the Koebling suspension bridge seen in a view of the Delaware River valley at Lackawaxen, PA. Rev.: Railroad Hist. No. 158, Spring 1988, p181.

Frank Kuznik, "Colossal Comeback!" In Historic Preservation 40, Sept./Oct. 1983, p64-9. Daniel Burnham’s 1897 Beaux Arts Union Station in Wash., D.C. undergoing $560 million restoration. Color photos—and don’t miss color ad inside front cover for commemorative Union Station silk scarf! (Journal is $15 / yr. and scarf). No miss color ad inside front cover for commemorative Union Station silk scarf! (Journal is $15 / yr. and scarf)


Minneapolis (Minnesota Transportation Museum, PO Box 1796, Pioneer Station, St. Paul MN 55101-0796), Fall 1988, includes an article on the Taylors Falls & Lake Superior RR (rock cuts, treaties, and side hill construction along the St. Croix River, 1878-1945), p14-21; museum equipment roster, p4-5.


Railroad History No. 158, Spring 1988, contains articles on WTL RR-mounted 14-in. naval cannon (p94-102) and on famous persons injured in train wrecks (p105-7), as well as articles and reviews cited separately. (Publ.:2 / yr.; avail. with $15 membership from the Ry. & Locomotive Historical Society, PO Box 1418, Westford MA 01886.) New address: H. Rodgers, Tran. ed., RR History, Dept. of History, Univ. of Akron, Akron OH 44326; James N.J. Henwood, book review editor, RR History, Dept. of History, E. Stroudsburg Univ., E. Stroudsburg PA 18360. For info on early issues see Thomas T. Taber III, The Railroad History Index, 1821-1984, 176p, $10 pp to members / $15.00 to non-members, avail. from H & L HRS.


Salem and the East Indies Trade. Subject of Cobblestone, the History Magazine for Young People, No. 9, Spring 1988. 48p. Seaport of Salem, Mass., ca.1785-1815; ship voyages to China and India; Peabody Museum. (Avail.: 20 Grove St., Peterborough NH 03458)

Theodore W. Seull, Hohoeken's Lackawanna Terminal. Quadrant Fr. (19 W. 44th St., New York NY 10036), 1987. 97p, illus., bibliography. $13.50. Dean and the Lackawanna & Western 1907 terminal on N.J. water front opposite Manhattan, history of RR and ferries as well as guide to present structure.

William H. Sewell, Jr., "Uneven Development, the Autonomy of Politics, and the Dockworkers of 19th-C. Marseille!" In Amer. Historical Rev. 93, June 1988, p904-7. France; incl. effect of steamships on the archeal work methods of the dockworkers society, a carryover from the guild system of the old regime.


Sunland Tribune (journal of the Tampa Historical Society, FL) 13, Nov. 1987, includes articles on streetcars (p28-31) and the Tampa Bay Port Authority (p30-44).


Jasper Francis Cropsey’s ‘The Old Red Mill’

You may remember Jasper Francis Cropsey (1823-1900) from his famous industrial scene, Starrucca Viaduct (1865, Toledo Museum of Art), which presented a view of the celebrated New York and Erie Railroad structure, built 1847-48. Located in eastern Pennsylvania, near Lanesboro, the site was popular with visitors in search of scenic beauty. Its combination of skilled civil engineering and functional beauty in a context of peace and prosperity was widely admired.

Crospey specialized in that most popular of late 19th-C American genres, landscape, inheriting the thematic and topographical tradition established by Thomas Cole, Fredric Edwin Church, and other painters who defined what came to be termed (not always accurately) the Hudson River School. Born on Staten Island, N.Y., Cropsey made his painterly debut in New York during the mid-1840s, and extended foreign travels took him first to the Continent (1847-49) and later to England (1856-63). By the 1850s, he had begun to specialize in scenes of autumn, recording the spectacular foliage displays unique to America.

If Starrucca Viaduct remains his most significant industrial painting, The Old Red Mill is one of Cropsey’s most recognized works. It became widely known in the artist’s lifetime through popular prints and in 1879 he produced a smaller version (Mead Art Gallery, Amherst College). His painting of an old water mill had been exhibited the year it was painted, at the 1876 Centennial Exposition in Philadelphia. The Exposition was a celebration of industrial progress, but few works of a specifically identifiable industrial theme were shown, with the notable exception of John Ferguson Weir’s powerful The Gun Factory (1864-68, Putnam County Historical Society, Cold Spring, N.Y.).

Cropsey took as his subject an actual structure, one which formerly stood along the Wawayanda Creek, which ran into Greenwood Lake. Located mostly in Orange County, N.Y., near Warwick, about twenty miles west of the Hudson River, the lake was nine miles long and spanned the N.Y.-N.J. border. The lake had been the subject of his earliest successful work, exhibited at the National Academy of Design in 1843, and he continued to explore subjects drawn from the area throughout his career. It was a region with many iron furnaces and foundries, and industrial themes appear periodically in his work.

The mill had first been constructed in 1800, erected by John Wheeler to replace an earlier structure. Cropsey’s early training in architecture may have attracted him to the subject where a building, even a vernacular one, played a prominent role, though he obscures the mill with trees at the height of their fall color. At the time Cropsey painted it, the mill was owned by Ezra Sanford, who also operated a saw mill and a tannery in the area, and who retired from his operations in 1881, five years after the painting was completed. The structure remained standing until 1902, when floods washed away the foundation, flume, and part of the dam. It would have been a subject the artist knew well, for in 1869 he constructed “Alladin,” a Gothic Revival house in Warwick.

Cropsey’s work portrays a characteristic feature of the rural American landscape, one regarded even then with nostalgia. Simultaneously a gentle industrial intrusion and a romantic emblem of an old fashioned technology, mills were a popular subject for 19th-C American painters, including Cole, who was the first to interest himself in the aesthetic possibilities of railroad themes. Seventeenth century Dutch painting exerted a strong influence on American art of this period, and images of picturesque crumbling mills had been popular in Holland. The Old Red Mill, with its Italianized peasants visiting on a rickety bridge, contented cows standing in the water downstream, artistically framing trees, and other standard compositional devices, shows Cropsey well aware of European artistic conventions, reinforced by his extensive European sojourns.

B.F.
NOTES & QUERIES

"PRESERVING & INTERPRETING THE INDUSTRIAL LANDSCAPE: A Workshop for Preservation Professionals," sponsored by the Natl. Council on Public History in cooperation with the SIA, will be conducted June 23-30 at Loyola Univ.'s Lakeshore Campus, Chicago. The workshop is designed to help the preservation professional deal with the challenges of factories, processing plants, mines, transportation systems, and the communities related to them. Through lectures, discussions, and site visits, the sessions will address questions involving site documentation, determination of significance, historiography of industrialization, appropriate reuse of industrial structures, interpretation, and the use of historical techniques to locate and assess the hazardous waste risks at an industrial-history site. Site visits will include the Ill. & Mich. Canal Natl. Heritage Corridor, Pullman, the Museum of Science & Industry, and other Chicago IA sites. The faculty includes Emory Kemp (SIA pres.), Beth Grosvenor Boland (Natl. Trust), Craig Colten (III. State Museum), Susan Hirsch (Loyola Univ. & Pullman Project, Newberry Library), Gerald Adelmann (Open Lands Project), Roberta Deering (Upper Ill. Valley Assn.), and Terri Sinnott (Museum of Science & Industry). Registration is $250; room & board is $280. Info.: Theodore J. Karamanski, Hist. Dept., Loyola Univ., Chicago IL 60626 (312-508-2221).

HAER SUMMER JOBS FOR HISTORIANS. The Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER), Natl. Park Service, is hiring graduate students and other professionals in the fields of architectural history, American history, history of technology, maritime history, and material culture for temporary positions during the summer of 1989 at various sites throughout the U.S. Applications are due Mar. 13. Info.: Summer Program Administrator, HABS/HAER Div. (429), NPS, Box 37127, Wash. DC 20013-7127 (202-343-9625).

HAER FIELD-OFFICE JOBS. The Historic American Engineering Record is opening two field offices, in Johnstown and Pittsburgh, Pa., and plans to staff these with GS-7 to GS-11 ($19,494 to $28,852) historians. They will undertake a series of HAER survey & documentation projects related to iron, steel, railroad, and other historic industrial resources in Western Pa. Applicants should be interested in working on heavy industry topics and have a background in the history of technology. Vacancy announcements avail. from Gray Fitzsimmons [SIA], HAER Program Manager, HAER, NPS, POB 37127, Wash. DC 20013-7127 (202-343-9608).

CALLS FOR PAPERS. The 1989 Program Committee of the Society for the History of Technology calls for paper and session proposals for the Annual Meeting to be held Oct. 12-15 in Sacramento, Calif. The committee seeks proposals in all areas of the history of technology and especially contributions that accent gender, the Third World, the West as a region, and cross-disciplinary perspectives on technology, as well as those that address pre-20th-C topics and comparative studies. Proposals for papers, sessions, and media presentations that address the theme of leisure time and time away from the work place in industrial society are solicited for "After Hours: Life Outside of the Work Place," the 11th Annual Lowell Conference on Industrial History, to be held Oct. 28-28 at Lowell, Mass. Proposed topics might include company sponsorship of leisure time and social activities; fraternal organizations, social clubs, and mutual assistance organizations; consumerism and leisure time; the mechanization of leisure-time activities; and media and sports-related issues. Especially encouraged are presentations or group discussions involving media, oral history, museum interpretation, local history, and artifact analysis. Workshops and sessions highlighting educational issues, especially the teaching of the history of leisure time in elementary and secondary social studies, will receive special consideration and assistance from the Tsongas Center. The conference actively solicits recommendations for films and videos which might be suitable for evening presentations. Selections from each annual conference are considered for publication in a series of anthologies which are published by the conference through the Museum of American Textile History and the American Assn. for State and Local History. Proposal deadline is April 30. Info.: Edward Jay Pershey [SIA], Tsongas Industrial History Center, Boot Mill #8, Foot of John St., Lowell MA 01852 (508-459-2237).


MILLSTONE QUARRY QUERY. The Kentucky Heritage Council has been documenting four millstone quarries in Powell County, dating between the 1790s and late 19th C, that exploited a conglomeratic sandstone containing rounded quartz pebbles. The physical evidence of quarrying activities at these sites includes millstones in various stages of completion, boulders with drill holes, shaping debris, oval pits, linear pits, and benches. The project goals are a National Register nomination and a publication describing the manufacturing sequence and presents archival data. Millstone quarrying is not well documented and the Council would appreciate hearing from SIA members about articles on such quarries anywhere in the world. Of special interest are detailed accounts that describe millstone manufacturing and studies relating to quarries in the eastern U.S. Please contact Charles D. Hockensmith, Staff Archaeologist, Kentucky Heritage Council, 12th Floor, Capital Plaza Tower, Frankfort KY 40601 (502-564-7005).

but are not limited to: gender and role, values and identities, the construction of gender, concepts of maleness and femaleness, power and domination, beauty, taboos and fetishes, homosexuality and the arts, domesticity, symbolism, gender in things, and the ways material culture informs men's studies and women's studies. Cross-cultural perspectives are welcome, as are contributions from any discipline; papers describing works in progress and tentative conclusions are invited. Info.: Kenneth Ames or Katharine Martinez, Winterthur Museum, Winterthur DE 19735 (302-656-8591).

Proposals for papers, sessions, special events, and featured speakers are solicited for the 11th Annual North American Labor History Conf., Wayne State Univ., Detroit, Oct. 19-21. It is hoped that the program will include sessions dealing with Canadian and European labor history, as well as American. Proposals relating to other geographical areas are also welcome. The proposal deadline is June 1. Info.: Philip P. Mason, Walter P. Reuther Library, 5401 Cass, Detroit MI 48202 (313-577-4024).

The Pioneer America Society seeks paper proposals for the annual meeting, Nov. 9-11, St. Charles, Mo. Papers are welcome on all aspects of material culture as reflected in the Society's previous publications and meetings (consult Pioneer America or Material Culture and P.A.S.T. Papers on French architecture, log cabin architecture, and Missouri River Valley settlement are especially relevant. Abstracts (100 words max.) by Sept. 1 to Keith A. Sculle, III. Hist. Department, Old State Capitol, Springfield IL 62701 (217-785-6916). A tour on Nov. 11 will focus on the vernacular landscape of Calhoun and Jersey counties, Ill.

Proposals for papers, sessions, and media presentations that address the theme of leisure time and time away from the work place in industrial society are solicited for "After Hours: Life Outside of the Work Place," the 11th Annual Lowell Conference on Industrial History, to be held Oct. 28-28 at Lowell, Mass. Proposed topics might include company sponsorship of leisure time and social activities; fraternal organizations, social clubs, and mutual assistance organizations; consumerism and leisure time; the mechanization of leisure-time activities; and media and sports-related issues. Especially encouraged are presentations or group discussions involving media, oral history, museum interpretation, local history, and artifact analysis. Workshops and sessions highlighting educational issues, especially the teaching of the history of leisure time in elementary and secondary social studies, will receive special consideration and assistance from the Tsongas Center. The conference actively solicits recommendations for films and videos which might be suitable for evening presentations. Selections from each annual conference are considered for publication in a series of anthologies which are published by the conference through the Museum of American Textile History and the American Assn. for State and Local History. Proposal deadline is April 30. Info.: Edward Jay Pershey [SIA], Tsongas Industrial History Center, Boot Mill #8, Foot of John St., Lowell MA 01852 (508-459-2237).


MILLSTONE QUARRY QUERY. The Kentucky Heritage Council has been documenting four millstone quarries in Powell County, dating between the 1790s and late 19th C, that exploited a conglomeratic sandstone containing rounded quartz pebbles. The physical evidence of quarrying activities at these sites includes millstones in various stages of completion, boulders with drill holes, shaping debris, oval pits, linear pits, and benches. The project goals are a National Register nomination and a publication describing the manufacturing sequence and presents archival data. Millstone quarrying is not well documented and the Council would appreciate hearing from SIA members about articles on such quarries anywhere in the world. Of special interest are detailed accounts that describe millstone manufacturing and studies relating to quarries in the eastern U.S. Please contact Charles D. Hockensmith, Staff Archaeologist, Kentucky Heritage Council, 12th Floor, Capital Plaza Tower, Frankfort KY 40601 (502-564-7005).
Belgian mine structures threatened — a potential IA disaster

Our colleagues at the Flemish Assn. for IA (aka VVIA) are fighting to save important coal mines in Limburg province, Belgium. The provincial government has decided that only the head frame of the Winterslag mine (without buildings) and administrative buildings of Waterschei mine (without head frame) will be preserved. The Eisden mine will be completely destroyed. VVIA needs your help. Please write a letter supporting the preservation of Limburg's mining heritage. In your letter, give examples of the possibilities for adaptive reuse of industrial buildings. Be sure to urge the study of such an adaptive reuse project before demolition begins. Write to: Mr. Van Velthoven, President, The Flemish Council, Paleis der Natie, Nateplein 2, B-1000 Brussels, Belgium.

Adriaan Linters [SIA], chairman of VVIA, points out that the 1990 TICCIH meeting is scheduled for Belgium and he fears, at this rate, that no trace will remain of Limburg's mining heritage.

COMPILER/EDITOR SOUGHT for preparation of an approx. 50,000-word manuscript, "Historic Mechanical Engineering Landmarks." The work will consist of individual essays on the 130 Landmarks designated by the American Society of Mechanical Engineers. The editor will be responsible for editing 30 existing essays and writing the remaining 100, plus locating illustrations and preparing the manuscript for publication. Request the detailed Request for Proposals from Carron Garvin-Donohue, Office of Public Information, ASME, 345 E. 47th St., NY NY 10017.

HERITAGE EDUCATION QTLY. celebrated its first anniversary as a publication of the Preservation Library & Resource Center with the Spring 1988 issue. Created as a forum for ideas and information on heritage education programs, HEQ is a resource for teachers, planners, preservationists, educators, museums, and civic groups involved with community heritage projects. $12/yr. from HEQ, 498 S. Main St., Madison GA 30650.

HAND-PRINTED STONE LITHOGRAPHS of the Calumet River, Chicago, and the Welland Canal, Ontario, are available in a limited edition from The Rogers Gallery, 128 Washington St., Old Town, Marblehead MA 01945 (617-631-5956). Each features an industrial waterfront scene, including a bascule bridge over the canal. They are part of a 16-litho set, which is available on 5" x 7" cards for $2.

PRETATION? MAYBE, BUT NOT IA. Headline in the Mich. Dept. of Trans's newsletter: "S.S. Chief Wawatam, historic carferry, to be converted into barge — all artifacts preserved" [Emphasis added. Ed]. The Mich. Trans. Commn. has agreed to sell the 77-year-old RR car ferry for salvage to Purvis Marine, L.t.d., of Sault Ste. Marie, Ont., for $110,000. Purvis plans to convert it into a barge for Great Lakes service. M.T. declares that "all the artifacts — including such items as the ship's wheel, bells and engine-order telegraph — will be kept by the state." The MTC chairman said, "This was a good, solid proposal that combined the future use of the Chief with preserving all the artifacts we can." As it turns out, a few artifacts were overlooked: the Scotch boilers and the front-mounted, triple-expansion engine were not included in the deal!

A.H.F.

HABS/HAER BIBLIOGRAPHY PLANNED. The Historic American Buildings Survey and Historic American Engineering Record are seeking information for a comprehensive bibliography of publications by and about the two surveys, from the establishment of HABS in 1933 until the end of 1988. According to Robert J. Kapsch [SIA], HABS/HAER chief, the bibliography is intended as a finding aid for architectural historians, architects, historians, and other researchers (including IA scholars, we hope). James C. Massey [former SIA board member], a former HABS chief, will direct its compilation. Individuals and other organizations that have cooperated in funding and running HABS/HAER field projects, librarians, and past HABS/HAER officials are asked to share their knowledge of older or local publications for listing in the illustrated bibliography. State and local publications from the 1930s are of particular interest.

In addition to every edition of the national, regional, state, and local catalogs, the bibliography will include measured drawing folios, leaflets and circulars, documentary publications relating to the history, organization and operation of HABS, exhibit catalogs, internal documents such as instructions and specifications for field workers and record compilers, and books and booklets based on HABS/HAER records. It also will include an index and a short-title selection of books and articles not generated by HABS/HAER that use significant numbers of HABS or HAER photographs and drawings.

Co-compilers with Massey are Nancy B. Schwartz and Shirley Maxwell. They may be contacted through Massey Maxwell Associates, POB 263, Strasburg VA 22657 (703-465-4566).

Apr. 7-8: 2nd Annual Conf. on Humanities, Science & Technology, Ferris State Univ. Info.: Craig Newburger & George Nagel, Coordinating Program Committee, Dept. of Humanities, Ferris St. Univ., Big Rapids MI 49307 (616-592-2771 or 2758).

May 10-14: Annual Meeting, Vernacular Architecture Forum, St. Louis. Info.: Thomas C. Hubka, VAF Papers Chair, Dept. of Architecture, Univ. of Wis.-Milw., POB 413, Milwaukee WI 53201.

JUNE 1-4: SIA 18TH ANNUAL CONFERENCE, QUEBEC, CANADA. Info.: Conference committee, Commission des biens culturels, 12 rue Sainte-Anne, Quebec PQ, Canada G1R 3X2.

June 5-7: 5th Canadian Masonry Symposium, Vancouver, B.C. Topics include architectural & engineering design, and masonry restoration. Info.: D.L. Anderson, Dept, of Civil Engng., Univ. of B.C., Vancouver BC Canada V6T 1W5.


June 26-Aug. 11: 1st Annual Summer Field School in Architectural History, Old Sturbridge Village, held in conjunction with 11th Annual OSV Summer Field School in Historical Archeology. Application deadline is May 1. Info.: Myron O. Stachiw or Nora Pat Small, Research Dept., OSV, 1 Old Sturbridge Village Rd., Sturbridge MA 01566 (508-347-3362).

Aug. 13-17: 7th Annual Symposium of Molinology, Akademie Sankelmark, Germany. All-inclusive cost is 650 Deutsch Marks. Info.: Frenz Stüdtje, Mühlle, 2392 Munkbrarup, West Germany.

Sept. 4-9: Annual Conf., Asfn. for Preservation Technology (APT), Chicago. Info.: APT 1989 Program Chair, c/o Small Homes Council, 1 E. St. Mary’s Rd., Champaign IL 61820.


Sept. 16-23: Intl. Conf. on History, Technology & Industrial Archeology of Glass, Lisbon, Portugal. Presented with the support of TICCH.