

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

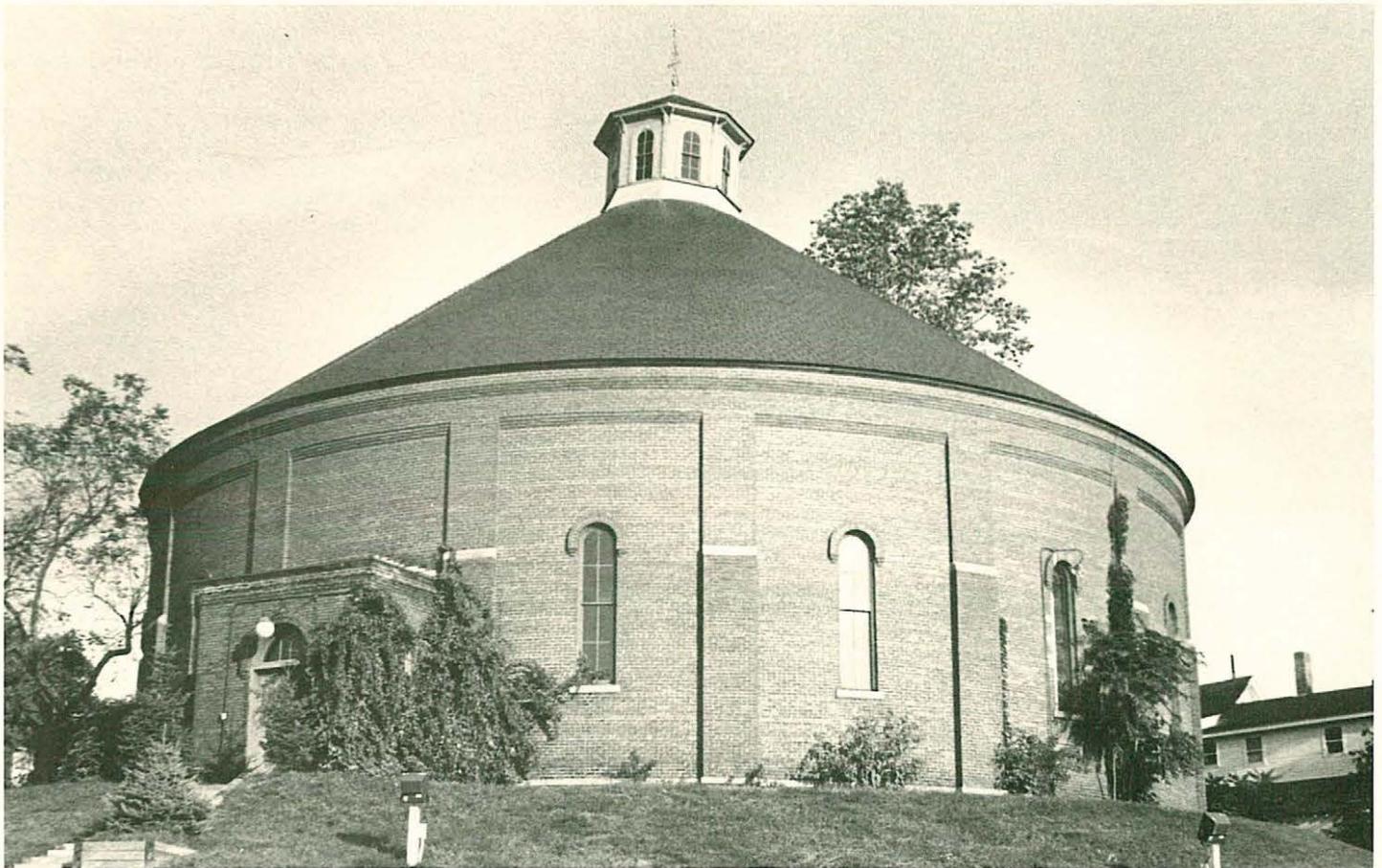
Volume 22

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SIA FALL TOUR, SEPT. 30-OCT.3, 1993

New Hampshire Tour Blends Industry with Landscape



A highlight of the fall tour was Concord's 1888 gasholder house, the only one of some dozen surviving U.S. examples that was never converted to other uses. The interior gasholder itself remains intact, including the mechanism for raising and lowering the tank. The structure continues to be maintained by its owner, Energy North. *M. Hamilton photo.*

New Hampshire's fall foliage was at its peak when SIA members gathered near Concord for the 1993 Fall Tour. Host and tour planner Dennis Howe had picked the date with great perspicacity, the fall landscape itself being one of the main attractions of the tour.

Monadnock Paper Mills, Inc., founded in 1819 on the Contoocook River at Bennington, N.H. was the first stop on the Friday process tours. The "new mill" building of 1903 is largely unchanged. The paper machines often are a hybrid of eras, and the Number One machine at Monadnock covers

them all. Some of the 1903 dryer cylinders are still in use, while other units of the machine have been added as recently as 1989. The original waterwheel was replaced by a turbine that is used to this day for generating about 35 per cent of the plant's electrical requirement. Two 30,000-lb. steam boilers drive the Number Two machine via turbine and line shafting, as well as heat the dryers in both machines with exhaust steam. Today, the mill makes merchant printing papers and a variety of technical specialty stocks for medical and industrial use. One 100-inch, and one 80-inch machine produce 75 to



Left: Tour members listened and photographed as local historians conducted a walking tour of the old mill town of Harrisville, N.H. Many sites here are remarkably well-preserved. *M. Hamilton photo.*

85 tons of paper per day. Both machines use the beta gauge scanning process for quality control.

Nearby **Harrisville** is a mill town constructed largely in the first half of the 19th cen. The central part of the village remains essentially unmarked by modernity. Ponds, dams, and canals are completely extant, as well as most elements of the village's two mills. Homes, churches, schools, boarding houses, and worker housing also are largely intact. Except for modern cars, paving, and utility poles, Harrisville carried us back one hundred and fifty years.

The next stop was **D.D. Bean & Sons**, makers of book matches in "commodity" quantities. The company still is family-owned; tours were led by two of D. D. Bean's granddaughters. The process begins as four stripper machines dip strips of 120 stems in an emulsion containing potassium chlorate. The strips are then dried. Elsewhere, several Chambone four-color printing presses print advertising messages on the match covers as well as the striking (friction) strip. These two components are assembled by what are probably the most unusual machines in the plant: the 1939 assembly machines. The compounds in the match head and friction strip create a flame when struck together. (We collected something for the annals of industrial safety: during a lunch-time basketball game a guy from the potassium

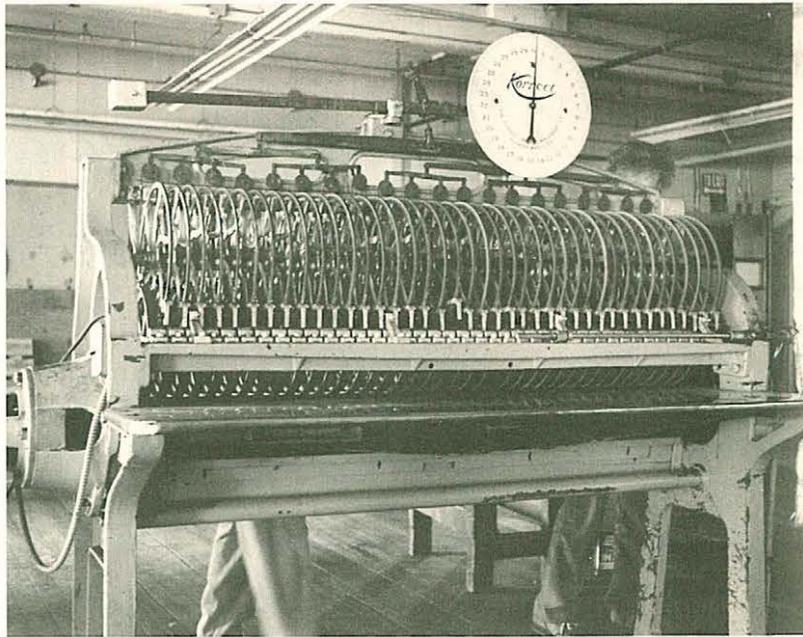
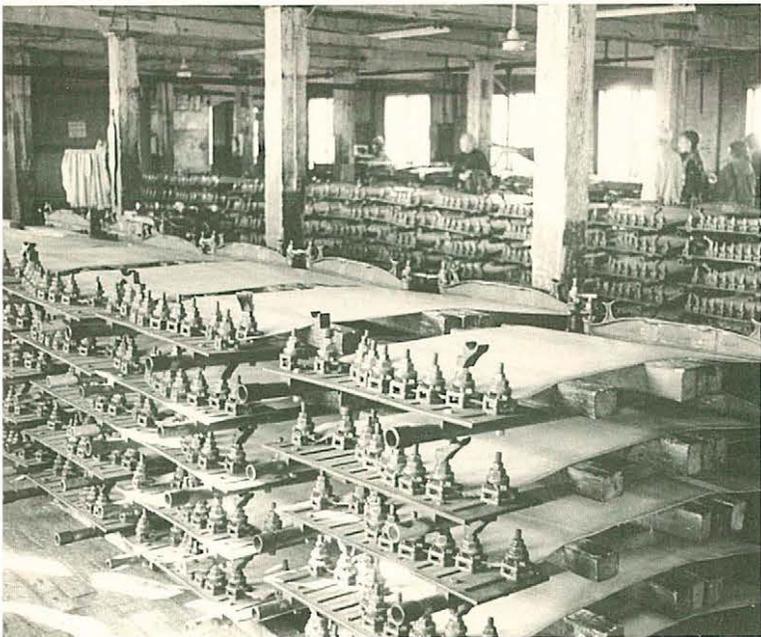
D.D. BEAN & SONS, world's largest maker of matchbooks.

Left: SIAers got a chance to inspect the matchbook assembly machines. This is the back of the machine. Matchbooks come out on the tooth conveyor and are packed 50 to a "caddie."

Left below: Eighteen assembly machines combine the stems and matchbook covers. The early machines were built in 1939. Additional machines, with little change, were built as the company grew. The machines in this picture produce about 10 million matchbooks daily.

Below right: Vertical conveyors bring strips of match stems down from the drying area. Horizontal conveyors then move the stems to the assembly machines. Much of this conveyor system was designed by D.D. Bean employees. *M. Hamilton photos.*





PAGE BELTING CO.

Above left: Hides must be stretched before being cut into strips for belting. Here, they have been squared on two sides, soaked, and are being stretched. The clamps that hold the irregular ends of the leather must hold tight under considerable pressure.

Above right: This “integrator” for measuring the area of hides is an example of the early machines still on-site at the soon-to-be-abandoned building. Hides have irregular dimensions. To measure them, each wheel makes a linear measurement. The machine then “integrates” all these into a measure of the total area.

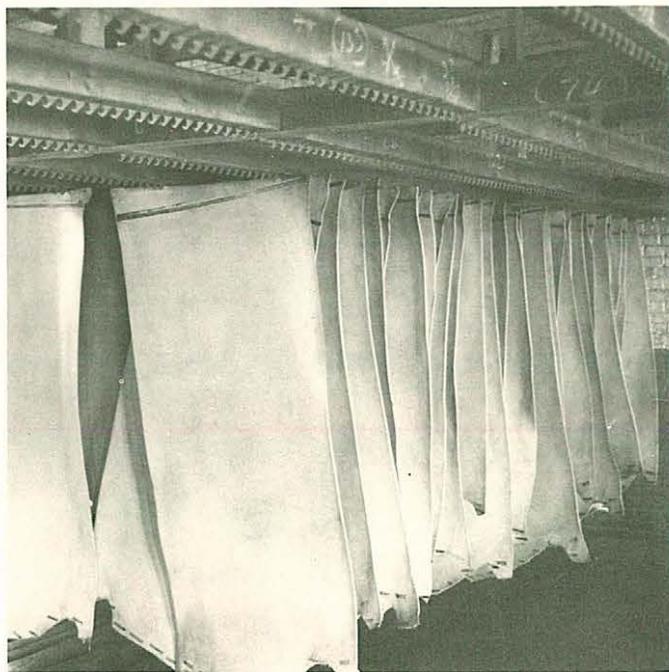
Right: There are many storage areas for leather in the preparation steps. These overhead hooks for holding hides were ubiquitous throughout the plant and often at head height. All but the shortest SIA members soon developed a cautious stoop. *M. Hamilton photos.*

chlorate line and a guy from red phosphorous went up for the rebound, their sneakers rubbed together and—you guessed it—they struck a flame. Now shop-floor footwear stays in the employee’s locker at lunch time.) D. D. Bean & Sons is the largest manufacturer of paper book matches in the world.

The day ended at the **Batesville Casket Co.** in Nashua. The essentials of the process are much like mass-scale furniture manufacturing. Batesville warehouses a variety of hardwoods—maple, mahogany, ash and black walnut—from which stock caskets are made to replace inventory. Because of the many curved surfaces on a casket, Batesville has evolved cutting, planing, shaping, and gluing processes that are highly automated. Some of the lines require considerable hand finishing.

On Saturday morning, buses stopped at **Concord’s 1888 gasholder house** which continues to be maintained by its owner, Energy North. Through continuous ownership by the utility, the building was never converted to other uses. This building is unique among the dozen or so survivors because the gasholder itself remains intact and complete, although no longer used.

The next stop was the **Page Belting Company**, also in Concord. Buildings on the site date from 1892, and the main office building with its tower and weather vane depicting belt-making was built c1906. In earlier times, Page had its own tannery, but today buys tanned hides as its raw material. Leather belting is constructed from select parts of the hide, which are soaked and stretched before skiving. Large areas of the factory are devoted to this preliminary processing of the hides. Considerable machinery is employed in adapting the irregular shapes and thicknesses of the hides to the orderly



world of machine tools. Once cut to uniform thickness, width, and length, the leather pieces are laminated into two, three, and four layers with staggered, scarfed joints to make the continuous belt. Page also makes a variety of other belting products from man-made fibers particularly for the weaving industry. They also custom manufacture a variety of specialty gaskets.

Dorr Woolen Co., the only operating woolen mill left in New Hampshire, was next on the tour. The earliest of the machinery dates from the 1960s. Carding, spinning, dyeing, and weaving are all done in one plant. Sixty rapier-type shuttleless looms operate at the blurring speed of 240 picks-per-minute. Dorr is owned by Pendleton. Many of the looms were weaving the plaid fabrics associated with the Pendleton brand name.

Bridge enthusiasts were able to see the extensively restored **Cornish-Windsor covered bridge** across the Connecticut River. This 1866 wooden lattice truss was extensively restored in 1989 at a cost of \$16 million. Jim Gavin, the state historic preservation office staffer who supervised the historic

CORNISH-WINDSOR BRIDGE.

Right: The covered bridge was seen from the Vermont side of the Connecticut River by those who walked across. Over time, the two spans had sagged. The slight arch now visible in each span is a critical part of the restoration.

Below: From the inside, tour members got a good look at the restored Town lattice truss. *M. Hamilton photos.*



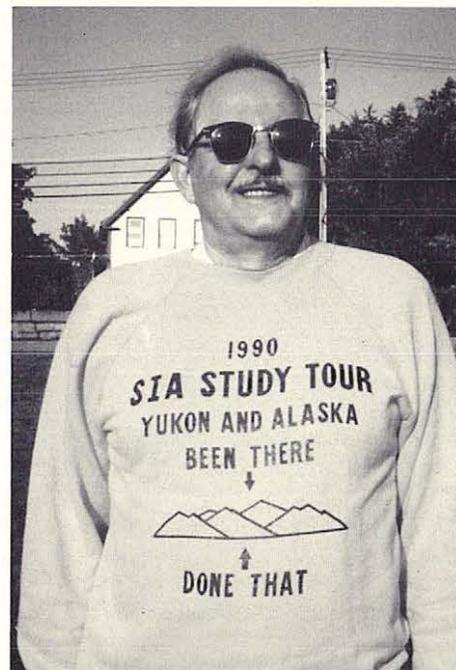
accuracy of the restoration, conducted the tour. Besides replacing many timbers, some necessary sistering of new timbers was accomplished without visually interrupting the orderly grid of the Town truss.

The final stop on Saturday was the **American Precision Museum** in Windsor, Vt. Again, the building itself is of historic importance. The collection of machine tools and their products is housed in the old Robbins & Lawrence Armory and Machine Shop, built in 1846. The building has been designated a National Historic Landmark. The collection, viewed by cognoscenti in the group as among the best (if not the best) of its kind in the world, was built around surviving Robbins & Lawrence machines, plus extensive gifts from the machine tool industry and individuals. The museum was the first International Mechanical Engineering Heritage Site and Collection designated by the American Society of Mechanical Engineers.

On Sunday, the fall tour finished with the option of several walking tours in the area or David Starbuck's tour of the **Canterbury Shaker Village** mill system remains. And, throughout the tours, we all were charmed by the New England countryside in full fall color. What a great place to build a factory!
M.D.H.

SPIRIT OF THE TOUR.

Gus Renner, wearing his SIA tour sweat-shirt, exemplifies the Fall Tour enthusiasm: no suits, no papers, no professional paraphernalia – just good IA touring. *H. Wright photo.*



THINGS WE THOUGHT WE KNEW ABOUT BRIDGES BUT CLEARLY DIDN'T DEPT. Vic Darnell and Bruce Clouette [both SIA] pass along the following enlightening excerpt from *Backpacker Magazine's Guide to the Appalachian Trail*:

“The Trail crosses Swatara Creek on history of another kind. The handsome iron bridge over which the route passes is the old Waterville Bridge, relocated to its present site in 1985 to preserve this fine example of a nineteenth-century lenticular structure. It takes its name from the shapes of its trusses, which, viewed from the side, bear some resemblance to a lentil [our emphasis, ed.]. It was built in 1890 over Little Pine Creek, and was moved to Swatara Creek only because it was too narrow for modern automobile traffic.”

Klondike Dredge YCGC No. 4 pulled out of mud



YCGC Number 4 on its new cradle and being readied for restoration and interpretation. Note the dark stain indicating the 6-7 meter burial depth. The first visitors aboard the raised vessel toured in July 1993. *Parks Canada photo.*

This past summer, the Yukon Consolidated Gold Corporation (YCGC) No. 4, the huge old mining dredge in the Yukon, was re-opened to the public. Acquired by Parks Canada in 1969, the dredge is part of Klondike National Historic Sites. It commemorates the corporate mining of the Klondike through the first half of this century.

Built in 1912-13 by the Marion Steam Shovel Co., the dredge was one part of a large integrated mining system. By World War I, permanent camps with machine shops, bunkhouses, offices, a hydroelectric plant, and an extensive water management scheme covering thousands of hectares were in place to support dredge and hydraulic mining. The SIA Fall Tour to the Yukon in 1989 included visits to Bear

Creek Camp, the North Fork Power Plant, the Yukon ditch, as well as YCGC No. 4.

The dredge mined the naturally thawed gravels of the Klondike River until 1940, when it exhausted local reserves. With the doubling of the price of gold in the early 1930s, the YCGC undertook a major recapitalization of its operations. Included in this work was the moving of YCGC No. 4 to new reserves up Bonanza Creek and complete rebuilding of the dredge. The new YCGC No. 4 retained all the original machinery, but a new wooden hull and superstructure were constructed. Weighing over 3000 tons (2720 metric t.) and powered entirely by electric motors, the dredge recovered over \$8.5 million in gold. In 1959 the dredge mined out its reserves and was abandoned. The following spring a dam failure sank the dredge and eventually it was buried in six to seven meters of partially frozen sediment.

Parks Canada began plans to raise the dredge in the early 1980s. In 1988 the Department of National Defence's 1 Construction Engineering Unit (ICEU) initiated a feasibility study to raise the dredge, relocate it on higher ground and protect it from seasonal flooding. They recommended the cleaning out and excavation of the hull and the refloating of the dredge. The project was risky because very little was known about the condition of the hull, buried for 30 years.

The ICEU team, under the command of Major Gareth Jones, began work in 1991. Hydraulic and mechanical excavation of the dredge was followed by the thawing and removal of accumulated ice and silt from within the hull. By September the dredge was completely excavated and an inspection revealed no significant structural damage to the hull.

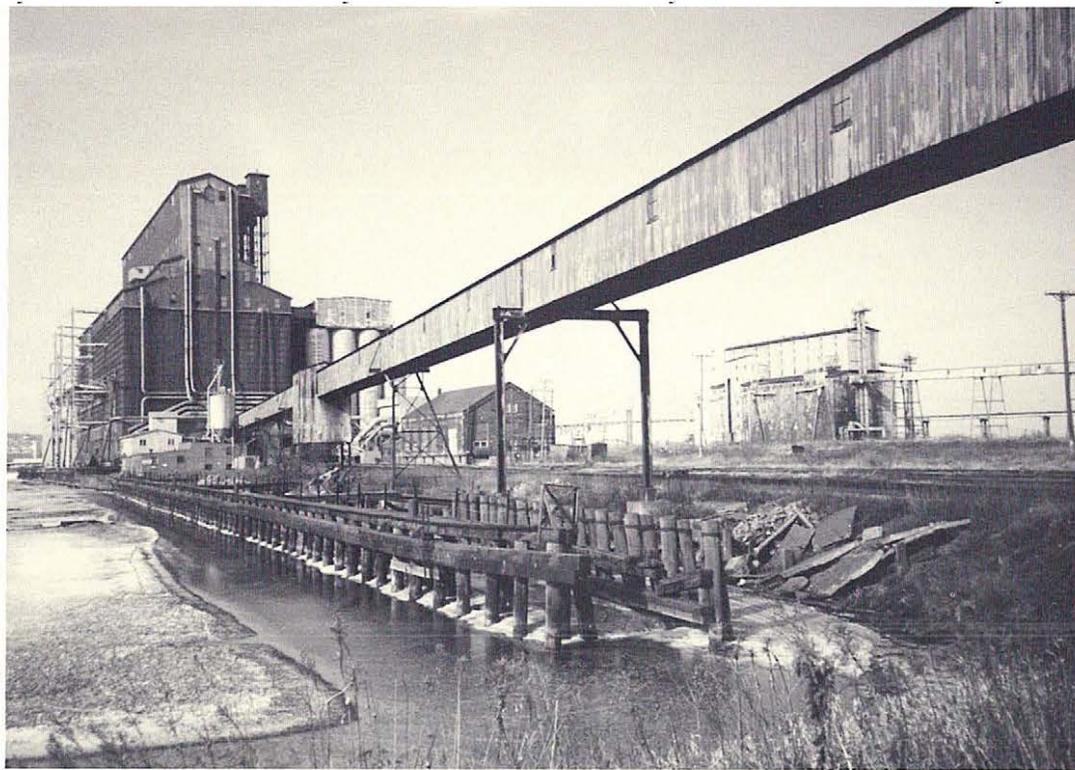
The following May, winter ice was removed from the superstructure. Late in the month, with the flotation pond flooded, the hull of the dredge was pumped free of water with the hope of floating the vessel. Unfortunately this did not immediately occur. A suction-break system, comprised of a manifold piping arrangement to pump water between the hull and the bottom of the pond, was only partially installed when, on June 11, 1992, the dredge popped off the bottom and floated. Over the next six days the pond was pumped to its capacity and No. 4 slowly towed over to its new location under the admiring, and often incredulous, stares of tourists, miners, and old dredge men. The dredge was then carefully sunk onto a prepared timber crib foundation, five meters underwater. When the pond was drained the placement of the dredge was found to be within a tolerance of centimeters.

Research on YCGC No. 4 is proceeding on several fronts. Artifact research on items excavated during the raising of the dredge is being supplemented by interviews with retired dredge employees. This work is focussing on the day-to-day activities on board. Historical research on the method of dredging and the development of the gold fields mining system in the 1930s and 1940s is also under way. It is based upon the extensive corporate records of YCGC and many personal collections of photos and diaries. Finally, Klondike National Historic Site staff are now challenged by the need to conserve and protect the dredge, as well as its artifacts, and make them accessible and understandable to the public. SIA members Alex Barbour, John Light, Gerard Gusset, and David Neufeld are all involved in this project. *D.N.*

ELEVATORS: GOING DOWN?

LANDMARK ELEVATORS at Duluth-Superior harbor.

On the Superior, Wis., side stand two landmark grain elevators. At left is the 1901 Great Northern Elevator, a rectangular-bin steel structure engineered by Max Toltz and still in operation. In the distance at right, visible beneath the Great Northern's overhead conveyor gallery, is the 1887 Globe Elevator, perhaps the oldest standing wood-cribbed terminal elevator in the U.S. and slated for demolition in summer 1994. R. Frame photo.



The prognosis is not good for historic grain elevators, particularly the giant terminal types, and significant examples have been demolished recently.

In **Port Arthur, Texas**, a 95-year-old terminal elevator is being removed piece by piece because the 1.5 million board-foot of salvaged old-growth yellow pine is so valuable. Some of the lumber has been donated to museums. Large 19th-cen. wood-cribbed terminal elevators, including this example, are increasingly rare and very significant. For additional info., contact Davies Rail & Mechanical Works Inc., POB 1525, Port Arthur TX 77641 (409-985-5356).

In Minneapolis, which has a virtual museum of terminal elevators, one of the nation's most significant historic tile elevators has been demolished. **St. Anthony Elevator No. 3** was among the landmark elevators discussed in Reyner Banham's *A Concrete Atlantis*. It was built in 1901-02 and incorporated an important set of tile-construction patents of Ernest V. Johnson and James L. Record. For many years after its construction, No. 3—along with Nos. 1 and 2, all now razed—operated exclusively for the Washburn-Crosby Company (later General Mills) of Minneapolis. Almost none of the Minnesota elevators are on the National Register or any city landmark lists, although many are clearly significant enough to be eligible. No. 3 was documented to HAER Level 2 standards through the generosity of its last owner, Carl Bolander & Sons of Minneapolis, even though the firm was under no obligation to do so. The documentation was done by Bob Frame and Jeffrey Hess [both SIA] for Hess Roise Historical Consultants, Minneapolis. A second elevator, employing the same patents, was built a short time later by Washburn-Crosby in Buffalo. It survives and was viewed, briefly, during the 1992 SIA Annual Conf. harbor tour.

Meanwhile, in the Twin Ports of Duluth [Minn.]-Superior [Wis.], stand even more giant elevators that are even less well-known than those in Minneapolis or Buffalo. Many of these marine elevators situated around the harbor are very old, some stand empty, and they could be sold and demolished or—worse, vandalized and burned—at any time. Among the most important are: the first full-scale, operational, cylindrical reinforced-concrete elevator, built by the Peavey Co. in 1900;



Above: On the Duluth side stands the nation's first full-scale, operational, cylindrical reinforced-concrete elevator, built by the Peavey Co. in 1900.

Below: The now-razed St. Anthony Elevator No. 3, a landmark tile elevator built 1901-02 in Minneapolis' Midway District. R. Frame photos.



the 1887 Globe Elevator, perhaps the nation's oldest standing wood-cribbed terminal elevator; and the Great Northern Elevator (1901), a rectangular-bin steel structure engineered by Max Toltz and a sibling of Buffalo's landmark Great Northern Elevator (1897-98; also viewed in 1992). R.M.F.

Iron Masters Conference 1993



Above left: Participants from the Iron Masters Conference on a tour of the Eckley Miners Village Historic Site in Eckley, Pa.

Above right: Forge Masters Dan Perry and Dave Harvey unload the experimental bloomery in front of the Lackawanna Furnaces Historic Site in Scranton, Pa. Photos courtesy E. Rutsch.



More than one hundred participants attended the 1993 Iron Masters Conference, co-sponsored by the Pennsylvania Museum and Historical Commission and the SIA.

Friday, Oct. 8th, was spent at the Lackawanna Furnaces Historic Site in Scranton, Pa. helping forge master Dan Perry and his crew in an experimental heat to smelt magnetite ore from Oxford, N.J., that had previously been roasted in an attempt to remove the undesirable chemicals. Problems with the forge's bellows required replacing them with the blast from the exhaust of an industrial vacuum. While the experiment was not successful in obtaining an iron bloom, a good many of the visitors professed an eagerness to attempt some bloomery experiments at their home bases.

Sixteen presentations on current research, preservation, and interpretive projects in the history of American iron making filled Saturday. Many of the symposium's participants made time to visit the exhibits in the Anthracite Museum (its auditorium being the site of the meeting) and to venture on the coal mine tour adjacent to the museum. On Saturday evening we were treated to a show of videos and films on our favorite subject arranged by Dave Harvey of Colonial Williamsburg, as well as a talk by Vic Rolando on his successful efforts to research, write, and produce his recent book, *200 Years of Soot and Sweat*.

Sunday morning saw participants on the road for a tour of Eckley Miners Village Historic Site, a coal mining patch village. In the afternoon, we visited Cornwall Ironworks Historic Site where Cornwall Director Richard Strattan explained how their West Point Foundry steam engine was integrated into the blast machinery which had been powered by water. During the trip from Eckley to Cornwall we left the brilliant fall colors of the anthracite coal ridges for the still green-clad valley of the Susquehanna River. Beautiful is the Iron Kingdom of Pennsylvania.

Sincere thanks for a most enjoyable conference go to Vance Packard and the staffs at all of these fine historic iron sites operated by the Pennsylvania Museum and Historical Commission.
E.S.R

NOTES

CALL FOR PAPERS ON IRON-MAKING. The Orange County (N.Y.) Historical Society is sponsoring a Historic Ironmaking Conference to be held September 30 - October 2, 1994 at Clove Furnace Historic Site, Arden N.Y. Papers addressing any aspect of historic ironmaking or any particular site—furnace, forge, mine, etc.—are sought. Submissions from both professionals and non-professionals are encouraged. Presentations should not exceed 20 minutes in length and presenters are urged to use illustrative material (a Kodak slide projector and screen will be provided). Send abstracts by July 1 to: Edward J. Lenik, Sheffield Archaeological Consultants, P.O. Box 437, 24 High St., Butler NJ 07405-0437 (201-492-8525).

HISTORIC COAL MINING EQUIPMENT AVAILABLE. Two large ventilation fans, representing important changes in mine ventilation technology are being offered to a public agency or private organization willing to preserve them. One is a 1909 Lepley steel fan, one of the few centrifugal mine fans surviving in-situ in the eastern United States; the other, adjacent to it, is a 1940 aerovane fan. They are currently located on the site of the Consolidation Coal Company Mine No. 11, active until 1955, near Frostburg, Maryland. The site is eligible for the National Register of Historic Places, but due to safety hazards at the site, the property owner has contracted with the U.S. Soil Conservation Service to reclaim the site. The equipment is currently in non-working condition, but has been documented to HABS/HAER standards. The new owner is responsible for moving the fans. If no new owner is found, the equipment will be dismantled as part of the reclamation project. All proposals for acquisition must be received by April 4, 1994. For add'l info., contact James Lowe, Soil Conservation Service, 339 Busch's Frontage Rd., Suite 301, Annapolis MD 21401-5534 (410-757-6118, fax 410-757-0687).

NOTES & QUERIES

DRAWBRIDGE QUERY. Bernard C. Winn (POB 913, Enumclaw WA 98022; 206-825-1989) writes: "I am doing research for a book on Calif. drawbridges. The working title is *Blow for the Draw: Drawbridges & Their Place in Calif.'s Maritime History*. The book will record the histories of nearly every movable bridge that has existed in the state since 1853. It also will emphasize the part drawbridges have played in the development of farming, communication, commerce, and maritime-related industries. Any correspondence on this subject with SIA members would be appreciated." [Winn recently published *Arch Rivals: 90 Years of Welcome Arches in Small-Town America*, \$14, Incline Press., address above. Ed.]

ANYTHING-ON-BRIDGES QUERY. "I am looking for stories about bridges. Please send newspaper clippings, snapshots, references, footnotes, poetry, first-hand accounts, family stories; anything about bridges that reveal what makes them important to you, to our culture, to our history. I am beginning to prepare material for a book." Richard Margolis [SIA], 225 Barrington St., Rochester NY 14607 (716-473-0070).

F.W. TAYLOR QUERY. Writes Robert Kanigel [SIA]: "For a biography of the turn-of-the-century efficiency engineer Frederick Winslow Taylor, I would like to hear from SIA members who may have information about the **Enterprise Hydraulic Works**, a small mfr. that had its shop at 2218 Race St., Phila., in the 1870s. Enterprise Hydraulic, AKA Ferrell & Jones and, later, Ferrell & Muckle, had an exhibit at the Phila. Centennial Exhibition of 1876. A key figure in the company was patternmaker John Griffith. I would appreciate any information that would help me flesh out Taylor's apprenticeship there 1874-78." Contact Kanigel at 202 Dunkirk Rd., Baltimore MD 21212 (410-377-6574).

SUMMER INSTITUTE. The University of Pittsburgh at Johnstown, in cooperation with the Southwestern Pennsylvania Heritage Preservation Commission, is planning to offer a ten-week summer "History Research Training Institute" for a select number of juniors and graduating seniors in the field of history.

The research site chosen for the summer of 1994 is the Cambria City National Historic District, a uniquely compact and integrated workers' community adjacent to the site of the historic Cambria Iron Works in Johnstown, Penn. Cambria City was the final destination of German, Irish, Slovak, Croatian, Hungarian, and Polish immigrants coming to work in the iron and steel mills, coke ovens, and coal mines of southwestern Pennsylvania between 1850 and 1920. The site contains an unusually large number of buildings, churches, hotels, boarding houses, and private workers' houses dating from the 19th century.

Research will focus on the social, economic, cultural, and religious aspects of work and life in an industrial working-class neighborhood. The program will include training in applied field research techniques and focus on documentation and interpretation of a single industrial heritage site. Site interpretation will be augmented by on-site workshops conducted by experts in particular methodological techniques and approaches appropriate to the site. The Institute will also

conduct a number of workshops and symposia on its work and related topics for students, faculty, preservationists, redevelopment professionals, and community residents at various times during the summer.

For additional information, contact Dr. James R. Alexander, Division of Social Sciences, University of Pittsburgh at Johnstown, Johnstown, PA 15904.

REGIONAL DEMOLITIONS QUERY. Judith Weiss and her husband make videos of buildings being demolished and would like to hear from SIA members knowing of imminent demolitions in the mid-Atlantic states. Contact her at 273 Elm Drive S., Levittown NY 11756.

GRANTS AVAIL. Hagley Museum & Library offers a variety of research fellowships with monthly stipends of \$1,500. Applications for Grant-in-aid and the H.B. du Pont Advanced Research Fellowship are accepted throughout the year. Deadlines: Mar. 15, June 15, and Sept. 15. Deadline for the Hagley-Winterthur Fellowship in Arts & Industries: Nov. 15. Info.: Carol Ressler Lockman, Center for the History of Business, Technology, & Society at Hagley, POB 3630, Wilmington DE 19807 (302-658-2400 x243; fax 658-0568).

CALL FOR PAPERS. The Minnesota Historical Society and the State Historical Society of Wisconsin are sponsoring a conference focussing on the historic architecture and landscapes of Minnesota and Wisconsin. Conference organizers encourage submission of proposals for papers on topics including commercial archeology, company towns and planned communities, architecture of agriculture, lumbering, mining and industry, and mass-produced architecture. Proposals may be either for a twenty-minute paper or a ten-minute "work-in-progress" report. Proposals from undergraduate and graduate students are encouraged. Typewritten proposals should be a maximum of 400 words and state the paper's content, delineating the scope, argument, sources, and method. The author's name, affiliation, address, and telephone number should be placed in the upper right corner of the proposal. Conference organizers will work with authors of selected papers to produce manuscripts for books to be published by a regional scholarly press. Deadline for submission is May 16, 1994. Send proposals to: Michael Koop, Minnesota Historical Society, 345 Kellogg Blvd. W., St. Paul MN 55102-1906 (612-296-5451, fax 282-2374).

PRESERVATION PHOTOGRAPHY COURSE. "Photography of Historic Architectural and Engineering Structures," is a four-day training course presented by HABS/HAER in cooperation with the Graduate Program in Historic Preservation of the Univ. of Maryland. Instructors are Jack E. Boucher, HABS, and Jet Lowe, HAER [SIA]. The course is intended for the average non-professional photographer and will equip him or her to communicate needs when hiring or working with a professional, to conduct field surveys, and to produce preliminary photographs and eventually the final documentation of a significant structure. A 35mm camera, tripod and understanding of basic camera technique are required, but film will be furnished. It is scheduled for May 23-26 and will take place at the HABS/HAER office in Washington. Tuition is \$90. To register or obtain further info., contact: Mary Corbin Sies, Dept. of American Studies, Room 2101, South Campus Surge Bldg., Univ. of Maryland, College Park MD 20742.



SOCIETY FOR INDUSTRIAL ARCHEOLOGY NEWSLETTER

PUBLICATIONS OF INTEREST

A SUPPLEMENT TO VOL. 22, NO. 4

WINTER 1993

Compiled by

Mark Hufstetler, Renewable Technologies, Inc., Butte, Montana
and
Mary Habstritt, University of Minnesota, Minneapolis

BRIDGES

Martin P. Burke, Jr. "Dunlap's Creek Bridge—Enduring Symbol of American Endeavor." In *Public Works* 120 (Oct. 1989), pp. 67-70.

Peter N. Davies. **The Man Behind the Bridge: Colonel Toosey and the River Kwai.** Humanities Press International (Atlantic Highlands NJ), 1991. 240p., illus. \$60.

Jeffrey A. Hess and Robert M. Frame III. **Historic Highway Bridges in Wisconsin, Volume I: Stone and Concrete Arch Bridges.** Wisconsin State Department of Transportation (Milwaukee), 1986. 369p., illus., bibliog. Unpublished typescript. Rev.: *The Public Historian* 15 (Summer 1993), pp. 51-53.

Nelson H. Lawry. "Boston & Maine's Boxed Ponies: Galloping into Oblivion?" In *Trains* 54, Feb. 1994, pp. 44-47. Historic timber boxed pony truss bridges, both over the B&M & carrying its tracks.

Peter O'Keefe and Tom Simington. **Irish Stone Bridges: History and Heritage.** International Specialized Book Services (Portland OR), 1992. 356p., illus. \$47.50.

Henry Petroski. "The Britannia Tubular Bridge." In *American Scientist* 80 (May/June 1992), pp. 220-224. As seen on the SIA tour.

Stanley Triggs, et. al. **The Victoria Bridge: The Vital Link.** University of Toronto Press (Toronto), 1992. 128p., illus. \$31.95.

ELECTRICITY AND POWER GENERATION

Robert L. Frost. **Alternating Currents: Nationalized Power in France, 1946-1970.** Cornell University Press (Ithaca NY), 1991. 285p., bibliog., index. \$37.95. A history of Electricité de France, the country's government-owned public utility. Rev.: *Business History Review* 66 (Summer 1992), pp. 418-420.

Duncan Hay. **Hydroelectric Development in the United States, 1880-1940.** Edison Electric Institute (Washington DC), 1991. 2 vols., 543 total p., illus., maps, bibliog. \$80 paper (avail. from the Edison Electric Institute, 701 Pennsylvania Avenue N.W., Washington DC 20004). A comprehensive overview and bibliography of hydroelectric technology. Includes a state-by-state listing of historic hydroelectric plants. Rev.: *The Public Historian* 15 (Summer 1993), pp. 84-87.

Leonard S. Reich. "Lighting the Path to Profit: GE's Control of the Electric Lamp Industry, 1892-1941." In *Business History Review* 66 (Summer 1992), pp. 305-334.

Robert A. Rosenberg, et. al., ed. **The Papers of Thomas A. Edison: From Workshop to Laboratory, June 1873 - March 1876.** Johns Hopkins University Press (Baltimore), 1991. 848p., illus., map,

bibliog., index. \$75. Volume 2 of a planned multi-volume series. Also available on microfilm, with additional material. Rev.: *The Public Historian* 16 (Winter 1994), pp. 68-70.

Steven W. Usselman. "From Novelty to Utility: George Westinghouse and the Business of Innovation during the Age of Edison." In *Business History Review* 66 (Summer 1992), pp. 251-304. Compares Edison, a purveyor of "novelties to upper-class urbanites," with Westinghouse and his industry-oriented products.

GENERAL SUBJECTS

Judith A. Adams. **The American Amusement Park Industry: A History of Technology and Thrills.** Twayne Publishers (New York), 1991. 225p., illus., bibliog., index. \$27.95 cloth, \$11.95 paper. Rev.: *Business History Review* 66 (Summer 1992), pp. 380-381.

Advisory Council on Historic Preservation. **Balancing Historic Preservation Needs with the Operation of Highly Technical or Scientific Facilities.** U.S. Government Printing Office (Washington), 1991. 80p., illus, tables, bibliog. Paper. Rev.: *The Public Historian* 15 (Fall 1993), pp. 102-103.

Bruce Bomberger and William Sisson. **Made in Pennsylvania: An Overview of the Major Historical Industries of the Commonwealth.** Pennsylvania Historical Commission (Harrisburg), 1991. 58p., illus., bibliog. \$6.95 paper. Rev.: *The Public Historian* 15 (Winter 1993), pp. 87-89.

Isaac Cohen. **American Management and British Labor: A Comparative Study of the Cotton Spinning Industry.** Greenwood Press (Westport CT), 1990. 250p., illus., bibliog., index. \$45. Rev.: *Business History Review* 66 (Summer 1992), pp. 409-411.

Gordon B. Dodds and Craig E. Wollner. **The Silicon Forest: High Tech in the Portland Area, 1945-1986.** Oregon Historical Society (Salem), 1990. 226p. \$19.95. Rev.: *Pacific Historical Review* 62 (November 1993), pp. 517-518.

Robert M. Frame III. "Grain Elevators in Minnesota." National Register of Historic Places, Multiple Property Nomination, Minnesota State Historic Preservation Office (St. Paul), 1989. 73p., notes, bibliog. Unpublished typescript. Rev.: *The Public Historian* 15 (Summer 1993), pp. 88-90.

Brent D. Glass. **The Textile Industry in North Carolina: A History.** North Carolina Division of Archives and History (Raleigh), 1992. 122p., maps, illus., bibliog., index. \$6 paper. Rev.: *The Public Historian* 16 (Winter 1994), pp. 82-84.

Margaret B. W. Graham and Bettye H. Pruitt. **R&D for Industry: A Century of Technical Innovation at Alcoa.** Cambridge University Press (New York), 1990. 646p., illus., index. \$54.95. Rev.: *The Public Historian* 15 (Winter 1993), pp. 78-80.

R. Douglas Hurt. **Agricultural Technology in the Twentieth Century.** Sunflower Univ. Pr. (Manhattan KS), 1991. 106p., map, illus., notes, index. \$15 paper. Well-illustrated discussion of early 20th-cen. farm equip.

Illinois State Museum, Geography Program. **Historical Hazardous Substance Data Base.** Computer software, version 2.0, 1992. \$50 to universities and institutions; \$60 to commercial users. An 1,100-record database of hazardous substances which may be found at historic industrial sites. Rev.: *The Public Historian* 15 (Fall 1993), pp. 137-138.

H. Ward Jandl, John A. Burns, and Michael J. Auer. **Yesterday's Houses of Tomorrow: Innovative American Homes 1850-1950.** Preservation Press (Washington), 1991. 216p., illus, bibliog, index. \$29.95. A guide to futuristic residential architecture of the past. Rev. *The Public Historian* 16 (Winter 1994), pp. 72-73.

Robert Weible, ed. **The Continuing Revolution: A History of Lowell, Massachusetts.** Lowell Historical Society (Lowell MA), 1991. 434p., illus. \$50 cloth; \$19.95 paper. A varied anthology of essays on Lowell. Rev.: *The Public Historian* 16 (Winter 1994), pp. 80-82.

Allen R. Yale, Jr. **While the Sun Shines: Making Hay in Vermont, 1789-1990.** Vermont Historical Society (Montpelier), 1991. 79p., illus., notes, glossary. \$14.95 paper. An examination of the evolving process and technology of haying. Rev.: *The Public Historian* 15 (Summer 1993), pp. 68-70.

MARITIME

L. E. Bradley. "Government Ice Harbors on the Upper Missouri." In *North Dakota History* 60 (Summer 1993), pp. 28-37. Info on federally-operated "ice harbors," which served as winter refuges and repair bases for steamboats, as well as bases for waterway maintenance vessels.

Jack Gieck. **A Photo Album of Ohio's Canal Era, 1825-1913.** Kent State University Press (Kent OH), 1992. 322p., illus. \$28. Rev.: *The Newsletter* (Association for Great Lakes Maritime History), September 1993.

John O. Greenwood. **The Fleet Histories Series, Volume Two.** Freshwater Press (1700 E. 18th St., Cleveland OH 44114), 1992. 139p., illus. \$28.36 ppd cloth, \$20.11 ppd paper. Brief histories of 9 small Great Lakes shipping fleets, 1920s-1960s. Rev.: *The Newsletter* (Association for Great Lakes Maritime History), September 1993.

Susan Pritchard O'Hara and Gregory Graves. **Saving California's Coast: Army Engineers at Oceanside and Humboldt Bay.** Arthur H. Clark Co. (Spokane), 1991. 280p., illus, bibliog., index. \$38.50 paper. An examination of two California harbor areas designated as National Civil Engineering Landmarks. Rev.: *The Public Historian* 16 (Winter 1994), pp. 77-79.

James Tinney and Mary Burdette-Watkins. **Seaway Trail Lighthouses: An Illustrated Guide.** New York State Seaway Trail, Inc. 46p., illus. \$3.95 ppd. Brief guidebook to upstate New York lighthouses. Rev.: *The Newsletter* (Association for Great Lakes Maritime History), September 1993.

Gary E. Weir. **Building American Submarines, 1914-1940.** Naval Historical Center (Washington DC), 1991. 168p., illus., maps, bibliog., index. \$8.50 paper. Rev.: *The Public Historian* 16 (Winter 1994), pp. 100-102.

MINING AND RELATED INDUSTRIES

Diane F. Britton. **The Iron and Steel Industry in the Far West: Irondale, Washington.** University of Colorado (Niwot), 1991. 226p. \$39.95 paper. History of the first integrated iron and steel plant on the west coast. Rev.: *Pacific Historical Review* 62 (November 1993), pp. 507-508.

Donald Chaput, William M. Maxon, and David Zarate Loperena. **Modest Fortunes: Mining in Northern Baja California.** Natural History Museum of Los Angeles County (Los Angeles), 1992. 248p., illus., bibliog., index. \$75. A "sampling" of the region's varied mining history. Rev.: *Pacific Historical Review* 63 (Winter 1994), 90-91.

Richmond L. Clow. "Timber Users, Timber Savers: Homestake Mining Company and the First Regulated Timber Harvest." In *South Dakota History* 22 (Fall 1992), pp. 213-217.

Robert B. Gordon. "The 'Kelly' Converter." In *Technology and Culture* 33 (October 1992), pp. 769-779.

Peter A. Coates. **The Trans-Alaska Pipeline Controversy: Technology, Conservation, and the Frontier.** Lehigh University Press (Cranbury NJ), 1991. 447p., illus., maps, bibliog., index. \$57.50. Rev.: *Western Historical Quarterly* 25 (Spring 1994), pp. 99-100.

Robert Craig. **The New River Company: Mining Coal and Making History, 1906-1976.** Thomas In-Prints (Gauley Bridge WV), 1991. 110p., illus. \$10 paper. Avail. for \$11.45 ppd. from the C&O Historical Society (800-453-COHS). Brief history of the large West Virginia coal producer; reprint of a 1976 edition.

Richard V. Francaviglia. **Hard Places: Reading the Landscape of America's Historic Mining Districts.** University of Iowa Press (Iowa City), 1991. 242p., illus., maps, bibliog., index. \$35. Rev.: *The Public Historian* 15 (Summer 1993), pp. 66-68.

Patricia Hart and Ivar Nelson. **Mining Town: the Photographic Record of T.N. Barnard and Nellie Stockbridge from the Coeur d'Alenes.** University of Washington Press (Seattle), 1993. 190p., illus. \$19.95 paper.

John N. Ingham. **Making Iron and Steel: Independent Mills in Pittsburgh, 1820-1920.** Ohio State University Press (Columbus), 1991. 297p., bibliog., index. \$45. Rev.: *Business History Review* 66 (Summer 1992), pp. 378-379.

Larry Lankton. **Cradle to Grave: Life, Work, and Death at the Lake Superior Copper Mines.** Oxford University Press (New York), 1991. 324p., bibliog., index. \$39.95. Rev.: *The Public Historian* 15 (Winter 1993), pp. 102-103.

Priscilla Long. **Where the Sun Never Shines: A History of America's Bloody Coal Industry.** Paragon House Publishers (New York), 1991. 420p., illus. \$16.95 paper. Reprint of the 1989 edition.

Carl D. Oblinger. **Divided Kingdom: Work, Community, and the Mining Wars in the Central Illinois Coal Fields During the Great Depression.** Illinois State Historical Society (Springfield), 1991. 273p., illus. \$12.50 paper.

Richard H. Peterson. **Bonanza Rich: Lifestyles of the Western Mining Entrepreneurs.** University of Idaho Press (Moscow), 1991. 206p., notes, bibliog., index. \$21.95. What it was like to be a wealthy mine owner on the frontier. Rev.: *South Dakota History* 23 (Spring 1993), pp. 62-63.

H. Lee Scamehorn. **Mill and Mine: The CF&I in the Twentieth Century.** University of Nebraska Press (Lincoln), 1992. 254p., illus., map, bib., index. \$37.50. The second volume of a comprehensive history of Colorado Fuel and Iron, including a discussion of the Ludlow Massacre from the company's point of view. Rev.: *The Public Historian* 15 (Fall 1993), pp. 115-117. Also reviewed in *Pacific Historical Review* 62 (November 1993), 508-509.

OTHER TRANSPORT

Maxwell G. Lay. **Ways of the World: A History of the World's Roads and of the Vehicles That Used Them.** Rutgers University Press (New Brunswick NJ), 1992. 500p., illus. \$50.

Lincoln Highway Association. **A Complete Official Road Guide of the Lincoln Highway.** Reprint: the Patrice Press (1810 W. Grant Road, #108, Tucson AZ 85745), 1993. 540p., illus, maps. \$17.95 paper. A reprint of the fifth (and last) edition of this famous guidebook, dated 1924.

RAILROADS

Charles Albi, ed. **Dreams, Visions & Visionaries: Colorado Rail Annual No. 20.** Colorado Rail Museum (P.O. Box 10, Golden CO 80402), 1993. 240p., illus., maps. The usual well-done assortment of articles includes much information on surveying/building the D&RG in Utah in the 1880s.

Robert Argenbright. "Bolsheviks, Beggars, and Railroaders: Political Power and Social Space, 1917-1921." In *The Russian Review* 52 (October 1993), pp. 506-527. The railroad as a factor in the Russian Revolution.

Jeff Asay. **Union Pacific Northwest: The Oregon-Washington Railroad & Navigation Company.** Pacific Fast Mail (P.O. Box 57, Edmonds WA 98020), 1991. 336p., illus., maps. \$54.50. Rev.: *Railroad History* 168 (Spring 1993), p. 90.

Ann M. Carlos. "Steel Rails Versus Iron Rails: Evidence from Canada." In *Explorations in Economic History* 21 (April 1984), pp. 169-175.

NOTES & QUERIES

HEAVY MACHINE TOOL HISTORY. Anyone interested in contributing to a definitive history of the American heavy machine tool industry, now half complete, is asked to contact Rick Stager, Box 61, Birchrunville, PA 19421 (610-827-7026). Some of the companies included are Bement and Sellers of Philadelphia; Betts of Delaware; Pond of Worcester, Mass., and Plainfield, N.J.; and Niles of Hamilton, Ohio. Those who feel they can make a significant contribution to this project may request a copy of the manuscript from Stager.

BOOTT COTTON MILLS AWARDED. The Society for the History of Technology acknowledged Lowell National Historical Park's Boott Cotton Mills Museum with the Dibner Award at its annual awards banquet in Washington, D.C. in October.

SHOT annually presents this award to museum exhibits that demonstrate excellence in the interpretation of the history of technology. The prize, named for Bern Dibner, a long-time supporter of the history of technology and museums, was first presented in 1986.

The Society's selection committee chose Boott, which opened in June, 1992, along with two other museums, to share the 1993 award. The citation for the Boott Cotton Mills Museum, states: "For exemplary integration of social and labor themes with technological history, lucidity of interpretation, depth of research, courageous attention to controversial issues, and quality of design. It is also noteworthy that this museum is part of a consortium of Lowell museums contributing actively to the economic revitalization of the community."

The two other exhibitions sharing the 1993 Award are the Herbert H. Dow Historical Museum, Midland, MI, and "The Information Revolution," National Science Center, Delhi, India.

KENTUCKY DEPOT SAVED. The former L & N depot at Bowling Green, Ky. will not be demolished as was feared by many. Operation P.R.I.D.E., a non-profit corporation, has purchased the property with the help of concerned citizens.

The historic structure was built in 1925 and was constructed of Bowling Green limestone. Its 14,000 sq. ft. house mosaic tile floors, marble ticket counters, and beautiful arched windows in the main waiting room. The last passengers went through its doors in 1978. After the depot was closed, it went through several owners and was most recently used for warehouse space. Although the depot has suffered severe vandalism and neglect, it remains structurally very sound and has great potential.

Operation P.R.I.D.E. bought the depot with the intention of finding a buyer who will restore the building and use it in a way beneficial to the community. The goal of Operation P.R.I.D.E. is to improve the quality of life in Bowling Green and surrounding Warren County by improving community appearance and attracting quality economic development. Historic preservation is one aspect of this undertaking and the depot purchase is a successful first step in that direction.

For more information, or to offer suggestions regarding the future of this landmark, contact Operation P.R.I.D.E., 859 Fairview, Suite 300, Bowling Green KY 42101-4939 (502-745-0090). *M.L.*

SAVE THE HULETTTS. The Cleveland Section of the American Society of Mechanical Engineers is soliciting letters of support in their effort to nominate the Hulett Ore Unloaders an ASME National Historic Mechanical Engineering Landmark. Ray Saikus of the Cleveland Section is coordinating the nomination effort and says that widespread support is essential. The ASME History & Heritage Committee will be reviewing the nomination at its meeting on Apr. 30. Saikus will personally address the committee to urge its recommendation. Once recommended by this committee, final approval can take place at ASME's Summer Meeting in June. Letters of support should be sent before Apr. 30 to: ASME National History & Heritage Cmte., c/o Diane Kaylor, H & H Staff Liaison, ASME Public Information 13C, 345 E. 47th St., New York NY 10017-2392 (212-705-8159, fax 705-7143). Info.: Ray Saikus, ASME Cleveland Section, P.O. Box 32040, Cleveland OH 44132-0040 (216-481-6930).

ELECTRICAL ARCHIVES IN DANGER. Company archives of the electrical engineering firm Jackson & Moreland may soon be sent to the dumpster by new corporate owner, Raytheon, according to Margaret Preston, former Librarian and Records Manager.

The Jackson in the company name refers to Dugald Caleb Jackson (1865-1951), Emeritus Professor of Electrical Engineering at M.I.T. (1907-1935) and an internationally known consultant on large power and transmission systems. He established the Electrical Engineering Dept. at the University of Wisconsin in 1891. It is said that he witnessed and took a prominent part in almost the entire development of the electrical industry.

Edward Leyburn Moreland (1885-1951) was Head of the Electrical Engineering Dept. at M.I.T. in 1935, Dean of Engineering in 1938, and a partner in Jackson & Moreland 1919-1935.

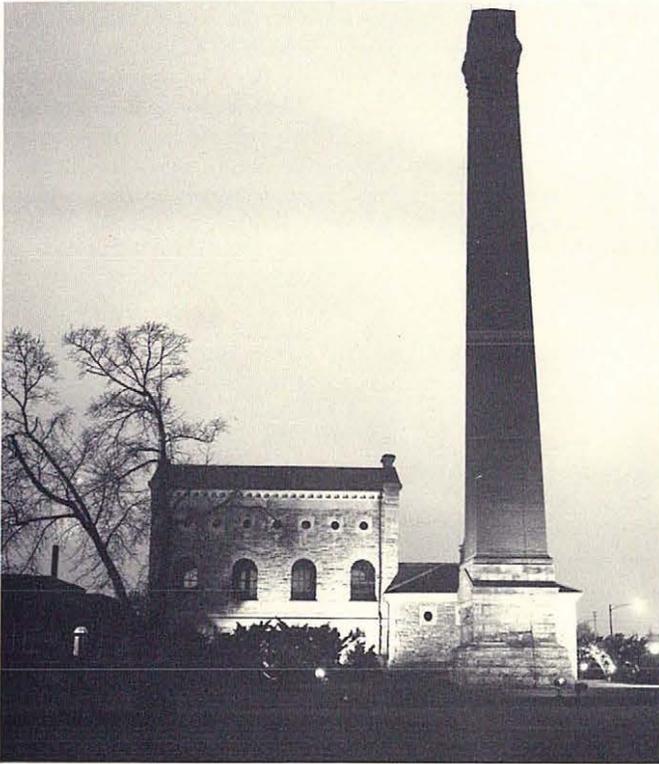
The Jackson Partnership was originally formed in 1908 and became Jackson & Moreland in 1919. Moreland worked on the Cascade Division of the Great Northern Ry. and the Suburban Zone of the Delaware, Lackawanna & Western out of Hoboken. He also worked with steam, hydraulic, and electric power facilities, substations, distribution lines and the economic aspects of their operation, high-powered wind tunnels, and other projects.

Jackson & Moreland was taken over by United Engineers & Constructors, Inc. (UE&C) in the 1970s. Raytheon Engineers & Constructors was formed from UE&C and Badger, another engineering firm owned by Raytheon, in 1993. It is unclear who will be overseeing the archival collection and it is feared that it will be discarded.

The UE&C archives consists of approximately 7,000 cubic feet stored in a private warehouse. The Jackson & Moreland portion of the collection is probably 3,000 cubic feet. This material consists of leather-bound reports to clients, books of correspondence, books of calculations and drawings, and photographs of projects. The Jackson & Moreland materials have already been offered to the M.I.T. museum, which has a collection of D.C. Jackson's papers and took a few Jackson diaries, and I.E.E.E., which expressed no interest.

Anyone interested in preserving the collection should write to Raytheon Engineers & Constructors, 1 Broadway, Cambridge MA 02142. Margaret Preston has a computerized index of the Jackson & Moreland collection by project, covering 1908/14 to the 1960s. For more info. call her at 617-494-7206 (days) or 617-262-9546 (evenings). *M.P.*

23rd Annual Conference in Toronto, June 2-6, 1994



The 1858 Keefer Pump House, location of the Hamilton (Ont.) Museum of Steam and Technology, is a stop on the Sunday tour. *Photo courtesy P. Rose.*

Toronto was once known as the Queen City. At the same time, it was called Hogtown. From June 2 to 6, 1994, SIA members will have the opportunity to see both aspects of this city and its surrounding communities at the 23rd Annual Conference.

There is little large-scale manufacturing left in the central core, but tourers will see several projects for adaptive reuse of industrial areas in the city. Thus, the conference title is "From Fur Trade to Free Trade."

The Gooderham & Worts Distillery will be the site of the opening reception Thursday night. The oldest building in the complex dates from 1859.

Each of the Friday bus tours will offer a variety of sights, sounds, and smells. There will be at least one process tour, a public works site, and a walk through an industrial neighborhood included in each tour. Sites to be visited include Redpath Sugar plant and museum, Don Valley bridges, and Irwin Toys factory.

Several of the tours will visit the exhibit, "A Hazardous Crossing: Building Toronto's Great Railway 'Viaduct' 1925-1930," at the Market Gallery of the City of Toronto Archives. The Viaduct was actually a massive embankment raising the railway 18 feet above grade while streets continued uninterrupted in subways beneath the tracks. The exhibit was curated by Jeffery Stinson [OSIA], with research assistance from Ian Wheel [OSIA and SIA].

Saturday's dinner will be aboard the steam-powered paddle wheeler *Trillium*.



Above: Aerial view of Gooderham & Worts Distillery complex, site of the conf.'s opening reception.

Below: Hikers on Friday's Don Valley tour will see the Leaside Bridge. *Photos courtesy P. Rose.*



On Sunday, one bus tour will spend a full day roaming the Niagara peninsula, stopping at Niagara Falls, the Welland Canal, a winery, and the 1858 Keefer Pump House. Two half-day tours will also be available. The "Tootling Around Toronto on the TTC" tour will include a bus ride to the train station, a train ride to a chartered streetcar, and a subway ride back to the hotel. The other half-day tour will be a walk through the financial district, featuring old and new City Halls.

The optional Monday tour will be a trip to Peterborough for a boat tour of the Trent-Severn Waterway and the Hydraulic Liftlock. Stops will also be made at the Peterborough Centennial Museum and Lang Century Village.

The Delta Chelsea Inn is the conference hotel. Quite different from the calm and peaceful William Penn, headquarters of the Pittsburgh conference, the busy Chelsea is one of the largest hotels in Canada, and is located just steps from Toronto's bustling and lively Yonge Street.

For more information, contact Phyllis Rose, IHPST, University of Toronto, 73 Queens Park Crescent, Toronto, Ont. M5S 1K7 CANADA (416-535-5723). *P.R.*

If you're going to Toronto, visit Montreal & Ottawa with TICCIH

The International Committee for the Conservation of the Industrial Heritage (TICCIH) will hold its conference in Montreal and Ottawa May 29 to June 2, just prior to the SIA Annual Conference in Toronto. The conference theme is "From Industry to Industrial Heritage: Transformation and Imagination," and is being cosponsored by the Canadian Society for Industrial Heritage (CSIH).

The last decades of the 20th cen. have seen nations with long industrial traditions plagued by deindustrialization. This phenomenon has resulted in the closure of factories and long-established companies. If the transition between industry and industrial heritage characterizes a profound transformation in society, the conservation of this heritage is a matter for imagination.

The conference will begin on Sunday, May 29, in Montreal, a city founded by the French in 1642, where industrial activities developed beginning in the early 19th cen. The TICCIH general assembly will be held this first day.

Tours on Monday will include the Lachine Canal and adjacent factories and the St. Lawrence canals, the hydroelectric power plant at Beauharnois and the St. Lawrence Seaway, and Montreal harbor. Presentations on Monday will center on the phenomena of deindustrialization: issues concerned with the cessation of activities, the obsolescence of industrial sites and machinery, museological issues, and professional training in studying, conserving, and interpreting industrial sites.

On Tuesday, the conference will move to the Ottawa region where industrial activities date from the early 19th cen. The east and west sides of the Ottawa River and its tributaries include features like the Chaudiere Falls that show an interesting evolution of technology in direct-drive water power and hydroelectricity, while pulp and paper are significant in the cities of Hull and Masson, and chemical industries are a mainstay in the city of Buckingham. Tours are scheduled to visit these industrial areas.

Sessions in Ottawa will be concerned with the mining industry, transportation, the food industry, material culture (particularly museological issues), field recording, and the industrial heritage of Latin America.

On June 2, the conference will transfer to Toronto, with a choice of two study tours en route. One tour will visit the Rideau Canal locks and Maritime Museums in Kingston, the other will include the Trent-Severn Waterway and Peterborough lift-locks. Delegates will arrive in Toronto in time for the opening of the SIA conference, to be held June 2 through 6.

The fee for the conference is estimated at \$235 (CAN), exclusive of overnight accommodation and the tour between Ottawa and Toronto. All inquiries about the TICCIH/CSIH conference should be addressed to Louise Trottier, National Museum of Science and Technology, P.O. Box 9724, Station T, Ottawa, Ont. K1G 5A3 CANADA (613-991-6705, fax 613-990-3636). L.T.

NEWS FROM HEADQUARTERS. The Society is in the process of changing to a new computer system for storing membership data. As a result, you may notice a change in the information on your mailing label. On the top line of the label you will see your membership number followed by a letter code representing your category of membership (e.g., "R" = regular) and several asterisks followed by a year indicating the year through which your dues are paid (e.g., "*****1994" indicates dues paid for 1994). These additions are intended to improve maintenance of the SIA database and to allow members to monitor their dues payments and eliminate the need for the Society to send costly reminder notices.

Please take a moment to review the information on your mailing label. While every effort has been made to accurately transfer your data to the new computer system, an occasional error may have occurred. If any of your information is incorrect, notify Nanci K. Batchelor, SIA Treasurer, c/o Withum, Smith & Brown, 100 Overlook Center, Princeton NJ 08540.

SPECIAL CONFERENCE. SIA is a cooperating agency for an upcoming conference sponsored by the National Park Service, the Historic Preservation Education Foundation, the Society for Commercial Archeology, and the Illinois Historic Preservation Agency. "Preserving the Recent Past" is scheduled for Mar. 31-Apr. 2, 1995 in Chicago. It is the first conference of its kind to address the unique preservation challenges of identifying, evaluating, documenting, maintaining, and preserving cultural resources from the 20th

cen. Specific topics to be addressed include: survey methodologies for roadside architecture; impact of World War II on construction technology; coping with hazardous materials; assessment and treatment of retail, commercial, industrial, transportation and military facilities; and representation of cultural diversity in 20th cen. subjects. Info.: Tom Jester or Carol Gould, "Preserving the Recent Past," P.O. Box 77160, Washington DC 20013-7160 (202-343-9578).

SIA ELECTRONIC MAIL DIRECTORY. Information is being collected for a SIA directory of electronic mail addresses. If you wish to be included in it, receive a copy, or request the publication, "Internet Resources for Archeology and Historic Preservation," send an e-mail message to pstott@jade.tufts.edu. Include your SIA chapter affiliation, if any. P.S.

NEWS OF MEMBERS

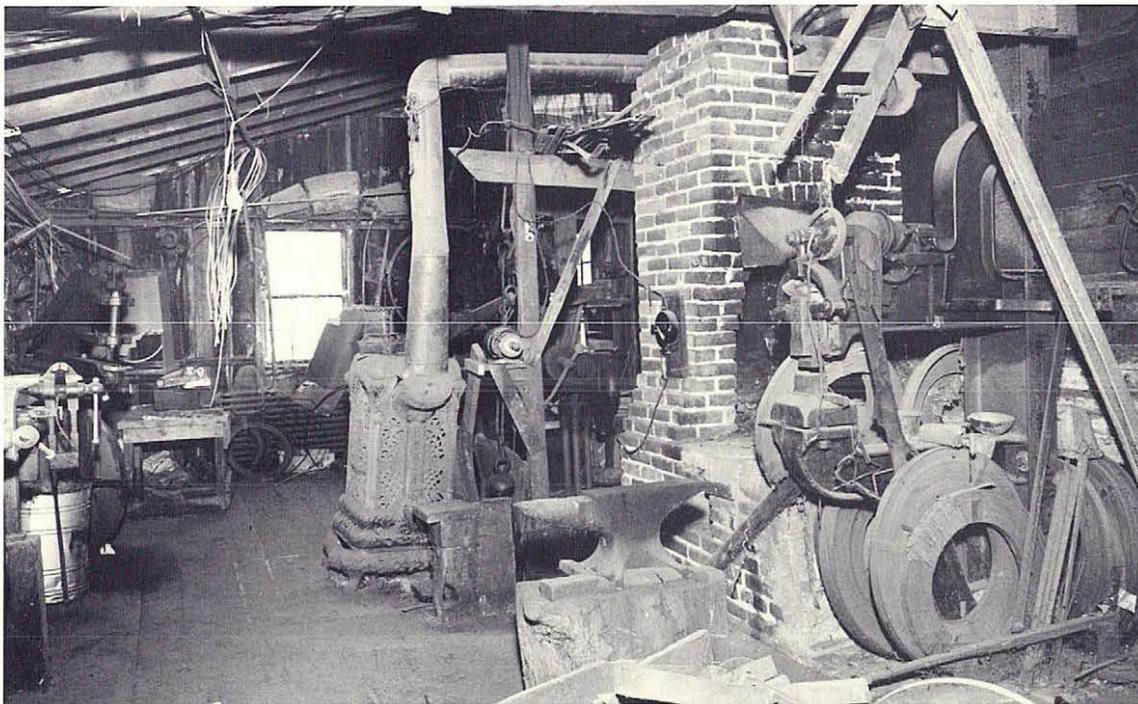
Douglas C. Comer has received a 1993-94 Fulbright grant to work in Thailand with the Office of the Natl. Culture Commn. to organize a training program for archeologists emphasizing the contributions of archeology to sustainable design (design for restoration or architectural design that holds paramount the preservation of cultural and natural resources). Comer is currently Chief of the Natl. Park Service's Eastern Applied Archeology Center (12200-A Plum Orchard Dr., Silver Spring MD 20904; 301-344-6260).

OCTOBER 20-23, 1994

Saddletree factory readies for SIA Fall Tour in Madison, Indiana

Right: Inside the blacksmith shop at the Schroeder Saddletree Factory. A behind-the-scenes tour of the site will be a Fall Tour highlight. Tourers also will visit the collections storage facility where artifacts from this nationally significant site are inventoried

Below: Through this cut, hewn in the limestone by Irish immigrants in the 1830s, passed the first U.S. railroad west of the Alleghenies. Still in use, this is the steepest stretch of standard gauge track in the world. It will be a Fall Tour site. *Photos courtesy Historic Madison, Inc.*



The Ben Schroeder Saddletree Factory along with industrial facilities, IA sites, and historic houses and museums will be featured during the SIA Fall Tour in Madison, Ind., Oct. 20-23. Madison is a historian's delight. The entire downtown, 133 blocks, is listed on the National Register of Historic Places. Breathtaking views of the Ohio River Valley from the 400-ft.-high cliffs surrounding the city provide plenty of opportunities to enjoy the fall foliage.

Historic Madison, Inc. (HMI) will host the opening reception on Thursday, Oct. 20 at the Shrewsbury House, an outstanding Greek Revival residence and a National Historic Landmark. Tour headquarters will be the Madison Best Western.

On Friday, SIAers will enjoy a number of process tours through some of this scenic Ohio River community's diverse manufacturing facilities. Tour sites may include Tower Manufacturing, one of two tack factories still operating in the U.S.; Grote Industries, a pioneer of injection-molded plastics; Robus Products Corp., whose Madison plant is North America's only recycler of natural leather, producing bonded leather for the shoe industry; and the Marble Hill Nuclear Power Plant, which will give SIA members the rare opportunity to tour a nuclear reactor and its containment facility. Marble Hill has never been activated and is an outstanding IA site. The Jefferson Proving Ground, owned and operated by the Dept. of Defense, and scheduled for closure this fall, will give tourers the chance to explore this 50,000-acre munitions testing facility, complete with a visit to the impact area which is reportedly home to several million rounds of unexploded ordnance.

Saturday's plans include stops at several fascinating IA sites including the Schroeder Saddletree factory, America's last 19th cen. plant where the wood frames for saddles were made. With all its machinery in place and intact, it is a



The last of Madison's tobacco prizing houses, this structure also has been a carriage house, a cooperage, and an apron factory. Now packed with Historic Madison's collection of architectural salvage, it still houses much of the machinery used to weigh, grade, and compact tobacco for shipment. *Photo courtesy Everett German/Historic Madison, Inc.*

unique survivor of a disappearing industry.

Other sites of IA interest include the steepest section of standard-gauge railroad track in the world. Visits to a number of historic houses, including the J.F.D. Lanier Mansion and HMI's Jeremiah Sullivan House, as well as the new Early American Trades and Crafts Museum and the Jefferson County Historical Society's Railroad Station and Museum, fill Saturday's schedule.

Sunday will include opportunities for self-guided walking tours of the city, and visits to other sites of scenic and historical interest. A guided tour of former downtown industrial sites, including the ruins of a button factory, may take place. Registration is limited to 80 people. Registration materials will be mailed during the late spring or early summer. For more info., contact John Staicer, Chair 1994 Fall Tour, Historic Madison Foundation, Inc., 500 West St., Madison IN 47250 (812-265-2967 or 812-265-3426).

J.S.

SIA CONFERENCE AND TOUR ARCHIVES. The SIA Board announces a contest to fill gaps in the SIA's conference and tour history. To help locate the missing data, prizes will be awarded at the Toronto Annual Conference. The rules are simple: provide missing dates and attendance figures for the annual conferences and tours listed below, or send in a complete folder, guidebook, or attendance list from one of the events. Conference materials will be added to the permanent archives at Headquarters with appropriate credit to the donor. Prizes will be awarded for the entries received earliest, largest amount of missing data supplied, most complete files, and the like. Check your files and send your entries, including your name, address and phone number, to Henry Rentschler, P.O. Box 962, Paoli PA 19301-0962.

1971 Conf.: Oct 16, Smithsonian, Washington DC
(50 attendees)

1972 Conf.: Apr. 8-9, New York City
Tour: Quinebaug & Blackstone Valleys, MA & RI

- 1973 Conf.: Troy, NY
Tour: Rideau Canal, Ottawa
- 1974 Conf.: Pittsburgh
Tour: Lehigh Valley, PA
- 1975 Conf.: Apr. 25-28, Baltimore
Tour: Sept. 27-28, Toronto & Hamilton, Ont.
- 1976 Conf.: Apr. 23-26, Lowell, MA (250 attendees)
Tour: Oct. 23-24, Passaic Valley, NJ (50)
- 1977 Conf.: Apr. 28-May 1, Wilmington, DE (203)
Tour: Martha's Vineyard
- 1978 Conf.: Mar. 30-Apr. 2, Louisville & Cincinnati (116)
Tour: Oct. 29-30, Rhode Island
- 1979 Conf.: Apr. 26-29, Columbus, GA (114)
Tour: Oct. 13-15, Pennsylvania coal country (120)
- 1980 Conf.: May 29-June 1, Detroit (177)
Tour: Sept. 26-28, Winston-Salem, NC
- 1981 Conf.: May 7-10, Hartford, CT (134)
Tour: Upper Peninsula, MI
- 1982 Conf.: May 6-9, Harrisburg, PA (170)
Tour: Sept. 23-25, Maine Coast (90)
- 1983 Conf.: May 12-15, Minneapolis/St. Paul
Tour: Oct. 13-15, Colorado
- 1984 Conf.: June 14-17, Boston (203)
Tour: Oct. 12-14, Niagara Falls (98)
- 1985 Conf.: May 9-12, Newark (225)
Tour: Oct. 24-26, Birmingham, IL (55)
- 1986 Conf.: June 12-15, Cleveland (200)
Tour: Oct. 2-5, New England Coast (65)
- 1987 Conf.: May 28-31, Troy, NY (254)
Tour: Sept. 10-13, Pine Barrens, NJ (75)
- 1988 Conf.: May 19-22, Wheeling, WV
Tour: Sept. 15-18, Easton, PA
- 1989 Conf.: June 1-4, Quebec City
Tour: Oct. 12-15, Butte, MT
- 1990 Conf.: May 30-June 3, Philadelphia (322)
Tour: Oct. 25-28, Williamsport, PA (288)
Study Tour: Aug. 18-26, Yukon (40)
- 1991 Conf.: June 13-17, Chicago (200)
Tour: Oct. 9-12, Deadwood, SD (57)
- 1992 Conf.: June 4-7, Buffalo, NY (227)
Tour: Nov. 5-9, South Florida (50)
Study Tour: Aug. 25-31, Iceland (8)
- 1993 Conf.: June 3-7, Pittsburgh (277)
Tour: Oct. 1-3, Concord, NH (82)
Study Tour: Sept. 7-21, England/Wales, (45)

CALENDAR

1994

May 11-15: Annual Meeting, Vernacular Architecture Forum, Charleston, S.C. Info.: Jonathan Poston, Historic Charleston Foundation, 11 Fulton St., Charleston SC 29401 (803-724-8486).

May 21: "Structural Timber Framing and Trusses: An Historical Perspective," symposium, Philadelphia, sponsored by Delaware Valley Chapter of Assn. for Preservation Technology. Info.: Betty Jean Fernandez, Watson & Henry Assoc., 12 N. Pearl St., Bridgeton NJ 08302 (609-451-1779, fax 609-451-0471).

May 29-June 2: TICCIH/CSIH Conf., Montreal, Ottawa, and Toronto. Info.: Louise Trottier, National Museum of Science and Technology, PO Box 9724, Station T, Ottawa, Ont. K1G 5A3 CANADA (613-991-6705, fax 613-990-3636).

JUNE 2-5: SIA 23rd ANNUAL CONF., TORONTO. Info.: Phyllis Rose, IHPST, University of Toronto, 73 Queens Park Crescent, Toronto, Ont. M5S 1K7 CANADA (416-535-5723).

CONTRIBUTORS TO THIS ISSUE

Mary Habstritt, Univ. of Minnesota; Michael D. Hamilton, Washington D.C.; Mary Long, Operation P.R.I.D.E.; David Neufeld, Parks Canada, Whitehorse; Margaret Preston, Cambridge, MA; Phyllis Rose, Univ. of Toronto; Edward S. Rutsch, Newton, NJ; John Staicer, Historic Madison Inc.; Peter Stott, Tufts Univ.; Louise Trottier, Ottawa.

With thanks.

Sept. 17: Conf.: "Breaking New Ground on Old Buildings II: Historic Architecture and Landscapes in Minnesota and Wisconsin," St. Paul, Minn., sponsored by Minnesota Historical Society and State Historical Society of Wisconsin. Info.: Michael Koop, Minnesota Historical Society, 345 Kellogg Blvd., St. Paul MN 55102-1906 (612-296-5451, fax 282-2374).

Sept. 23-25: Annual Conf., Historical Construction Equipment Association, Petersburg, Ky. Info.: Sandra Rudicill Cupps, Sand & Gravel, Inc., 5725 Bellevue Rd., Petersburg KY 41080.

OCT. 20-23: SIA FALL TOUR: Madison, Ind. Info.: **John M. Staicer, Historic Madison, Inc., 500 West St., Madison, IN 47250 (812-265-2967).**

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Mar. 30-Apr. 1: Conf.: "Preserving the Recent Past," Chicago, sponsored by National Park Service. Info.: Tom Jester or Carol Gould, "Preserving the Recent Past," P.O. Box 77160, Washington DC 20013-7160 (202-343-9578).

The *SIA Newsletter* is published quarterly 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, \$35; couple, \$40; institutions, \$40; contributing, \$60; sustaining, \$125; corporate, \$250; student, \$20. Send check payable to SIA to Treasurer, Room 5014-MRC629, National Museum of American History, Smithsonian Institution, Washington, D.C. 20560; all business correspondence should be sent to that office.

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TO CONTACT THE EDITOR: Robert M. Frame III, Editor, *SIA Newsletter*, P.O. Box 65158, St. Paul, MN 55165-0158. (612-291-7882).

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