

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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First institutional move since founding in 1971

SIA HQ leaves Smithsonian for Michigan Tech

The institutional home of the Society for Industrial Archeology has moved to northern Michigan. A move of some sort was inevitable. The space crunch at the National Museum of American History (NMAH), Smithsonian Institution, had become critical, forcing the Society to relinquish its longtime home there. After considerable deliberation and solicitation of proposals from several institutions, the Board of Directors voted to shift the institutional base to Michigan Technological University in Houghton.

The move was justified first and foremost by MTU's willingness to serve, but also made some sense in light of the cluster of industrial archeology scholars there and the institution's commitment to the new MS degree program in industrial archeology initiated in 1992.

In August the SIA faithful at the NMAH carefully boxed up back files of *IA*, *SIAN*, and assorted other Society materials, and shipped them off to Houghton. MTU now becomes the Society's home of record and point of contact, in charge of such matters as selling back issues of the journal and channeling inquiries to appropriate representatives. SIA's officers, however, will continue to do most of the chores. The president remains in charge of SIA business, the secretary continues to handle official correspondence and official minutes, and memberships and finances are maintained by Nanci Batchelor, treasurer (203 W. Burlington St., Bordentown NJ 08505). For the membership, it is hoped that the most evident difference will be in the simple matter of the mailing address.

In a separate but related move, Patrick Martin of MTU will assume the editorship of *IA*, succeeding David Starbuck, who has served since 1983, having published his first issue as volume 9. Starbuck's extraordinary record of service exemplifies the volunteer spirit that has made the Society a viable and dynamic entity. Even a devoted editor like David Starbuck, however, realizes that all good things must end; hence, this shift in editorial responsibility. Martin will edit the first issue of 1995, volume 21.

Terry Reynolds of MTU will serve as associate editor and all involved expect that other faculty in the MTU IA program will serve as reviewers, manuscript solicitors, and all-around supporters of the cause. The MTU administration supports this effort with real dollars for a five-year period, providing some faculty release time, support for a graduate student to serve as editorial assistant,

and some discretionary funds for travel and equipment. Space is another matter, as the staff struggles to shoehorn operations into existing departmental offices. But even that problem has some promising solutions in the near future.

Most things about the journal will not change. The basic format, the review process, the importance of illustrations and photographs, and the quest for the highest quality submission, will remain the same as far as possible. MTU has promised the SIA board that it will make sincere efforts to broaden the base of contributions and, at the same time, membership.

MTU hopes to expand the number of institutional members, continue to reach out to the historic preservation and archeological communities, and to penetrate the academic market to a greater extent. MTU expects to see the field of IA come further into its own in the next few years as a mature and exciting field of inquiry for those in government, private, and academic circles. The new HQ assemblage will strive to facilitate international cooperation and collaboration on an unprecedented scale. Above all, MTU intends to serve the needs of fellow SIA members in promoting the scholarly understanding, appreciation, and preservation of industrial heritage.

P.E.M.

*New
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Last three-chord Wheeler truss preserved in Kentucky

Just off Rt. 7 over Tygart's Creek in Greenup County, Kentucky, is Bennett's Mill covered bridge, last known example of the Wheeler patent truss, for which Patent 107,576 was granted in 1870 to Isaac H. Wheeler of Sciotoville, Ohio. There are plans to bypass and preserve the bridge.

Unlike other wooden trusses, the Wheeler truss employed a three-chord system: upper, middle, and lower. Diagonal braces are set at 22-deg. angles with the center vertical. These diagonals pass through, and are bolted to, all three chords. The counterbraces are short timbers, notched into the center verticals and the diagonal braces above and below the middle chord (see patent drawing). The patent shows the floor design of short timbers, laid on the diagonal.

The use of short pieces indicates that this truss was intended to be economical. One Scioto County Wheeler truss built with single truss members in 1872 cost only \$7.99 per linear foot. The Wheeler truss as used in Lawrence County, Ohio's Hanging Rock covered bridge in 1872 cost over \$18 per linear foot, suggesting the use of double truss timbers.

Despite the economy of the Wheeler design, only four were built in Scioto County, two in neighboring Lawrence County, and one in Greenup County, Ky., across the Ohio River from Scioto.

In the Bennett's Mill bridge, all chords have three parallel members. The upper chords are two 6x8-in. and one 7x8-in. timbers; the lower chords are two 6x11-in. and one 7x1-in. timbers; and the middle chords are two 6x9-in. and one 7x9-in. timbers. All truss members are double and are formed of 7x8 in. timbers. The bridge sits on sandstone foundations from the old Globe Furnace nearby.

According to one source, the Bennett's Mill bridge probably was built c1875 by the Bennett Bros. This would have involved a royalty payment to Isaac Wheeler for his patent. We know that Wheeler was the contractor for the Hanging Rock bridge, but he is not mentioned as the builder for any other Wheeler trusses, even in his native Scioto County. Given the omissions and sketchy details of the county commissioners' journals, however, it is quite possible that Wheeler did build bridges there. He was paid a royalty of one dollar per foot for use of his patent when Scioto Cty. built the Snodgrass Bridge in 1872.

Little is known of Wheeler's life. He was born c1815 in Scioto County and worked at various jobs, including county sheriff at age 29. He also worked as a miller. *M.F.W.*

THE OHIO HISTORIC BRIDGE ASSN. (3155 Whitehead Rd., Columbus OH 43204) is one of several state bridge societies, including: Indiana Covered Bridge Society, c/o W.H. Bradenburg, 965 Broadway N. Dr., Plainfield IN 46168; Theodore Burr Covered Bridge Society (Pa.), c/o W.R. Small, 1121 Colonial Rd., Lancaster PA 17603; N.Y. State Covered Bridge Society, c/o S. Messing, 958 Grove St., Elmira NY 14901; Ky. Covered Bridge Assn., 62 Miami Pky., Ft. Thomas KY 41075; Oregon Covered Bridge Society, c/o B. Futrell, 7638 S.E. Rural St., Portland OR 97206; and the National Society for the Pres. of Covered Bridges, c/o C. Ellsworth, 44 Cleveland Ave., Worcester MA 01603.

A #10 SASE to any of the above will result in a reply with bridge society information.



Bennett's Mill Bridge in Greenup County, Kentucky. The unusual three-chord Wheeler truss is visible in the interior view (below). Photos by B.J. McKee (above) and M.F. Wood (below) for Ohio Historic Bridge Assn.



North Woods Bridge links lake islands

I did not expect to find a suspension bridge in northern Minnesota near the Canadian border, when my friends suggested a trip to the Plymouth Christian Youth Center on Fishhook Island in Sea Gull Lake. From Grain Marais we drove 62 miles up the scenic Gunflint Trail Road through dense forest to Wilderness Canoe Base, where we parked and were ferried to our camp HQ on Fishhook Island. To make use of additional level land on neighboring Dominion Island, a 200-ft. suspension bridge with a 3-ft. walkway was built between the two islands.

The two main cables are 1 1/2-ins. in diam. Each cable end is anchored in bedrock, with three 1-in. steel rods, each 10 ft. long, hence there are 12 anchors holding the two main cables. The towers are simple structural-steel cable supports. This utilitarian bridge blends with the surrounding dense tree growth in such a way that it does not look out of place.

There are more than 13,000 lakes in Minnesota (a body of water over eight acres qualifies as a lake). There may be other bridges in the state similar to the one we visited, but I do not know of any. Our camp was in Superior Boundary Natl. Canoe Area, popular with amateur fisherfolk. Local maps show trails and portages between lakes, but no bridges such as the one we crossed.

W.J.E.

Partridge patent bridge restored in Ohio

Ohio, Indiana, and Illinois—the first three states formed the Northwest Territory early in the 19th cen.—had a rapidly growing population requiring an infrastructure of roads, canals, and later railroads. Over 3,500 wood-truss bridges were built in Ohio as part of the state's road network. Vast forests provided wood, the principal structural material, for buildings and bridges. As traffic increased, many of these bridges were replaced with larger and stronger specimens of iron, steel, or concrete. Today only 130 of the old bridges remain.

Interest in these 19th-cen. artifacts has grown as the number has declined. Their greatest enemies are natural deterioration and lack of maintenance, arson fires, and acts of vandalism. Through the combined efforts of preservationists and Union County, three of the county's four surviving historic bridges have been rehabilitated. In spring 1993, I visited Axe Handle Road bridge over Little Darby Creek off state route 161.

The bridge was built by Rueben L. Partridge (1823-1900), a major bridge builder in central Ohio who is said to have built some 100 bridges in Union County. Originally a carpenter and furniture maker, he became a contractor and bridge builder in 1866, and was issued a patent for bridge improvements in 1872. The patent covered his truss with a metal-shoe footpiece, where the web members are connected to the chords. His design combined strength with reduced weight, a major preoccupation of inventors.

County engineer Steve A. Stolte provided technical details on the rehabilitation, all of which was done by the county. The bridge has a truss span of 102 ft. and an arch span of 100 ft., on a 91-ft. radius. The replacement arches were fabricated on site from nailed laminations, 20 at 9 1/4-in. wide, each lamination being approximately 1 1/8-in. thick. The floor system is made of glue-laminated floor beams and floor panels, suspended from the arches by 1 1/4-in. steel rods.

Covered bridge on
Axe Handle Road,
Union County,
Ohio, built c1873
by Reuben L.
Partridge, W.E.
Ellenberger photos.



Minor repairs were made to the existing trusses by replacing several deteriorated members. Most of the cross bracing between the top chords of the trusses was replaced, along with root rafters and a new metal roof. Now the old trusses carry only their own dead weight, that of the roof system, and the winter live snow load. The rebuilt arches and floor system carry the legal live load, but the bridge is posted for 20 tons load limit as a safety precaution. The abutments were rebuilt or repaired as required to withstand arch-end thrust. The bridge has a 12 ft., 6 in. clearance, sufficient for general secondary road traffic.

Axe Handle Road Bridge now is 120 years old. In its new form it should not require major maintenance for some years; however, it will receive periodic inspection. We hope it will last another 120 years.

W.J.E.

BRIDGE NOTES

SCHERZER ROLLING LIFT BRIDGE AVAIL. The former N.Y., New Haven & Hartford RR Bridge across the Fort Point Channel must be replaced to accommodate the construction of a new road for the Central Artery/Tunnel Project in Boston. Because the bridge is eligible for the National Register, the Mass. Hwy. Dept. is seeking interested parties able to remove the bridge for reuse elsewhere.

The bridge, an overhead counterweight Scherzer Rolling Lift bascule bridge erected 1898-1900, was one of the first of its type built outside Chicago. It includes three parallel, double-tracked, steel, through-truss leaves that carry six tracks across the channel to South Station. Because it crosses at a 42-deg. skew, the length of leaves range from 85 to 113 ft. Each leaf is structurally independent of the others. Although it remains in active RR service it is no longer operable as a drawbridge and the original operating mechanisms have been removed. A copy of some of the original engineering drawings are avail. for review in the MHD office.

The construction of the Central Artery/Tunnel in this area is scheduled for winter 1995-96 and removal of the bridge is tentatively scheduled for early 1997. Parties interested in removing

and relocating the bridge(s) should contact MHD and receive a formal request for proposal and will be required to complete a full qualifications proposal package. Those interested in participating in the RFQ process should submit a letter requesting a copy of "NY, NH, & Hartford RR Bridge Removal RFQ Package." The letter must be received by Nov. 22, 1994, and addressed to MHD, Attn.: Procurement Dept. Bridge Removal, One South Station, Boston MA 02110.

MD. PONY TRUSS AVAIL. The Board of Cty. Commissioners of Allegany Cty., Md., is accepting proposals from interested parties on Feb. 1, 1995, for the purchase and reuse of a 74-ft. long by 15-ft. wide single-span steel pony truss (c1920s), located on Proenty Rd. near Corriganville. The purchase will involve the dismantling, salvage, and reuse of the existing structure at a new location in accordance with the Sec. of Interior's "Standards for Rehabilitation." For addnl. info. or a copy of the contract documents, contact the Allegany Cty. Dept. of Public Works--Engineering Div., 701 Kelly Rd., Cumberland MD 21502 (301-777-5933, fax 777-2001).

NOTES & QUERIES

SHA ANNUAL MEETING. The 1995 Annual Meeting of the Society for Historical Archaeology will be Jan. 4-8 at the J.W. Marriott Hotel, Wash., D.C., and is hosted by Historic St. Mary's City, the Md. Historical Trust, and the Natl. Capital Region of the Natl. Park Service. The theme for the program is "Archaeological Perspectives on American Pasts," and focuses on the contribution that historical archeology has made to the understanding of the development of unique New World cultures in the U.S., Canada, Mexico, the Caribbean, and elsewhere in the Western Hemisphere. Info.: Henry M. Miller or Timothy B. Riordan, Historic St. Mary's City, Historic St. Mary's City MD 20686 (301-862-0975).

TALAYA MINING STUDY TOURS. Atalaya Tours, HQ'd in Wales, has announced three 1995 mining study tours in Europe. "Rio Tinto & the Iberian Pyrite Belt" is an eight-day tour in late April to this region that includes remains from prehistoric and Roman times to the IA of the 19th and 20th cens. The tour is based at Rio Tinto and in the Sierra de Aracena. This will allow an in-depth view of the mining field, including time spent in the Portuguese section of the Pyrite Belt.

"Northern Spain" is a twelve-day tour scheduled for June and focuses on a compact area around the north Spanish coast and the Cantabrian Mtns. The itinerary will include iron mines near Bilbao, the Asturias mining field, the Roman gold mines at Las Medulas, as well as the mine tramways, staithes, and ropeways that cross this mountainous region of Spain.

"Western Britain" is a twelve-day tour of the western areas of the British Isles, particularly Cornwall and Devon, and Wales. Included will be Ironbridge and, depending on interest, an extension tour to the copper mines of southwest Ireland.

For additional info., contact James Thorburn, Atalaya Tours Ltd., Ceinionfa, Penglais Terrace, Aberystwyth, SY23 2ET, U.K. (24 hr. phone +44 970 625077; fax +44 970 617290).

Editor's Note: SIA Board policy states that publication of a tour notice does not constitute Society endorsement or sponsorship.

HOW DID THE CART ASCEND THE RAMP? Documentation and data are needed on the methods used in early 19th-cen. charcoal iron furnace operations involving a wooden trestle ramp to move ore, charcoal, and shells (limestone) by wheeled carts from ground level to the top of the furnace for charging. Ramp reconstruction has been completed at **Nassawango Iron Furnace** (ASME Natl. Hist. Mech. Engng. Landmark); work in progress on cart-track-pulley systems. There is no extant documentation on the original ramp. Contact Kathy Fisher, furnace Town Historic Site, POB 207, Snow Hill MD 21863 (410-632-2032).

CALL FOR MANUSCRIPTS. The editors of the recently announced Univ. of Akron Press Series on Technology & the Environment invite proposals for full-length books and edited collections. The series' is intended to "publish the most informative and provocative work emerging from research and reflection, work that will place these issues in a historical context, define the current nature of the debates, and anticipate the direction of future arguments about the complex relationships between technology and the environment." Submit proposals to either editor: Jeffrey

K. Stine, Div. of Engng. & Industry, NMAH 5014, Smithsonian Institution, Wash. DC 20560; or, William McGucken, Dept. of History, Olin Hall 218, Univ. of Akron, Akron OH 44325.

GAS QUERY. "Has anyone conducted research on the history and/or operations of manufactured-gas plants? Contact Dennis Unites or Cynthia Kalencik, Atlantic Environmental Services, Inc., POB 297, 188 Norwich Ave., Colchester CT 06415 (203-537-0751, fax 537-6347).

SHINGLE-MAKING QUERY. From John A. Russel Sr. comes the following: "My intention is to use of wood products, especially shingles. In the development and clearing areas that are expanding (second homes, ski areas, &c), much timber is removed and wasted—not enough, however, to support a commercial endeavor. My intention is to research the early American technology of shingle making to find a way to utilize this waste." Contact Russel at Heritage Hill, RR3, Box 8324-12, Rutland VT 05701.

IRRIGATION PUMPING STATION QUERY. Information to aid the restoration of an irrigation pumping station in Hidalgo, Tex., is needed by Los Caminos del Rio, a bi-national effort to conserve the natural and cultural heritage of the lower 200 miles of the Rio Grande, Texas-Mexico border. It was initiated in 1989 by the Tex. Hist. Comm. The project field office works with local communities and organizations to provide technical assistance and currently is facilitating a cooperative project in Hidalgo to restore the abandoned pump site to stimulate economic development through tourism and to celebrate an institution that is central to Hidalgo's heritage.

A specialist from the Smithsonian's Div. of Agriculture & Natural Resources visited the station in 1990 to assist in documentation. More recently, thanks to volunteer work, the replacement of an Ingersoll Rand engine removed ten years ago, is expected, to be followed by roof restoration and limited public visitation this year. The project is focusing on interpretation and education, particularly involving school children and winter tourists, but also including local residents and guests from Mexico exploring the impacts of irrigation on the city's heritage.

We especially need materials and information on the reintegration of public works into a community after abandonment. We would welcome examples of outreach publications and resource guides, along with examples of how similar irrigation, public works, and mechanical sites deal with interpretation. Contact Bonnie Waninger, Rivers, Trails & Conserv. Assistance Program, NPS, POB 265, Roma TX 78584 (210-849-0099).

\$500,000 KRESGE GRANT TO MATH. The Museum of American Textile History has been awarded a \$500,000 challenge grant from The Kresge Foundation in support of the Museums relocation to a new and expanded home in Lowell, Mass. The Museum must raise an additional \$1,500,000 by Dec. 1, 1995. MATH's overall campaign goal for the new museum is \$9,300,000. The museum's relocation to a 160,000-sq.-ft. historic building in downtown Lowell began in 1992, when it purchased the former Kitson Machine Shop. Since then MATH has worked to restore the building and install exhibits. Info.: MATH, 800 Mass. Ave., N. Andover MA 01845 (508-686-0191, fax 508-686-8567).



SOCIETY FOR INDUSTRIAL ARCHEOLOGY NEWSLETTER

PUBLICATIONS OF INTEREST

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Compiled by

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GENERAL STUDIES

Robert B. Gordon [SIA] and Patrick M. Malone [SIA]. **The Texture of Industry: An Archaeological View of the Industrialization of North America.** Oxford Univ. Pr. (New York), 1993. 400p., illus. ISBN: 0-19-505885-2, \$50. From the perspective of the industrial archeologist, examines manufacturing technology, transportation systems, and effects of industrialization on the land.

STRUCTURES

Bernd and Hilla Becher. **Gas Tanks.** MIT Pr. (Cambridge MA), 1993. 144p., illus. ISBN: 0-262-02361-X, \$55. Photos, taken 1963-1992, of 4 types of gas holders in Gt. Britain, France, Belgium, Germany and U.S.

John S. Gardner, ed. **The Company Town: Architecture and Society in the Early Industrial Age.** Oxford Univ. Pr. (New York), 1992. 256p., illus. ISBN: 0-19-507027-5, \$40. Collection of essays by regional specialists describes concurrent development and building of selected towns in Europe and the Americas, assessing technical advances in factory building, worker housing and public buildings.

Frank Gohlke. **Measure of Emptiness: Grain Elevators in the American Landscape.** Johns Hopkins Univ. Pr. (Baltimore), 1992. 112p., illus. ISBN: 0-8018-3928-9, \$60; 0-8018-3949-1, \$30 pap. Heavily illustrated with b&w photos, considers place of the grain elevator in the physical and social landscape of rural America.

Paul B. Groneck, Donald A. Bruce, James H. Greenman, George Bingham. **"Pin Piles Save Silos."** In *Civil Engineering* (September 1993), 66-68. How a Vancouver, WA grain export facility, built 1934-1939, damaged due to settling caused by deteriorated timber piles was saved with underpinning of high-capacity pin piles.

Lisa Maher-Keplinger. **Grain Elevators.** Princeton Architectural Pr. (37 E 7th St, NYC NY 10003), 1993. 85 p., illus, bibliog. ISBN: 1-878271-35-0, \$20. Through photos and diagrams documents different types of grain elevators and history of design and construction materials.

Lee H. Nelson. **The Colossus of 1812: An American Engineering Superlative.** A.S.C.E. (Book Orders, POB 831, Somerset NJ 08875-0831), 1990. 64p., illus. Cat. #737-3, \$25 ppd, \$18.75 ASCE members. Places the "Colossus," which was the longest single-span bridge in the world, in its historical and engineering context. Built over the Schuylkill R. by the Water Works in Philadelphia by Lewis Wernwag, it was 340 ft. long.

Miriam Wood. **The Covered Bridges of Ohio: An Atlas & History.** 200p., illus., bibliog., index. \$23.55 ppd. (Avail.: author, 3155 Whitehead Rd., Columbus OH 43204.) History of bridge building in Ohio incl. detailed descriptions of the many truss designs used in the state's wooden bridges, biographical accounts of builders, and individ. bridge histories grouped by region.

MISC. INDUSTRIES

Peter Nayler, comp. **Military Button Manufacturers from the London Directories, 1800-1899.** Canadian Heritage, Parks Canada (avail: Canada Communication Group-Publishing, Sully and Services Canada, Ottawa, Ont. K1S 0S9, cat. #R64-192/1993E), 1993. 72p. ISBN: 0-662-21135-9, free. Booklet, designed as a guide for dating military buttons from archaeological excavations, is a result of systematic search of available London Directories. Includes company name, business address and manufacturing history.

Mike Williams & Douglas A. Farnie, **Cotton Mills in Greater Manchester.** Carnegie Publishing (18 Maynard St, Preston PR2 2AL, UK). 250p., illus. \$19.95, \$14.95 pap., +\$2p&h. Development of cotton mills in Greater Manchester from early days of mechanization to industry's demise in 20th cen. is described in large-format book heavily illustrated with photos. Includes how construction techniques developed, how building design reflects functions, how machinery was powered. Also gazetteer of mill sites in county.

MUSEUMS & TOURS

Doug Gelbert. **Company Museums, Industry Museums and Industrial Tours: A Guidebook of Sites in the United States That Are Open to the Public.** McFarland & Co. (Box 611, Jefferson, NC 28640), 1994. 324p. ISBN: 0-89950-916-9, \$45. Directory of over 400 museums and available tours in such fields as agriculture, energy, mining, communications. Entries give address, hours of operation, admission, directions and description of the tour or facility.

Arminta Neal. **Help! For the Small Museum: Handbook for Exhibit Ideas and Methods, 2nd ed.** 200p., illus, bibliog. \$21.95 +\$3p&h. Especially for small museums with step-by-step guidelines for organizing and arranging exhibits.

Richard W. Schmenner. **Plant and Service Tours in Operations Management, 4th ed.** Macmillan (New York), 1994. 264p., illus., bibliog., index. ISBN: 0-02-406831-4, \$30. Written from a management perspective, each of ten chapters focuses on a particular company process in some technical detail, including photos of individual machines. Final chapter compares production and service processes.

IRON & STEEL

Victor R. Rolando [SIA], **200 Years of Soot and Sweat: The History and Archeology of Vermont's Iron, Charcoal, and Lime Industries.** Vermont Archeological Soc. (avail: Mountain Pr., POB 1812, Manchester Center VT 05255). 300p. \$39.95, \$32.95 pap., ppd. Describes machinery and techniques of iron, charcoal and lime production and furnace and kiln construction.

The following seven publications are avail. from: The Steel Project, Beaton Institute, Univ. College of Cape Breton, Sydney, Nova Scotia B1P 6L2, CANADA. Fax: 902-562-8899. (For complete info. on The Steel Project see article in this newsletter.)

Accidents, Illnesses, and Injuries in the Sydney Steel Plant: A Preliminary Study. 1992. 71p. Reviews sources dealing with health and safety concerns at Sydney Steel, incl. air pollution studies, gov't publications, union-requested assessments, and emergency hospital reports.

"The Beaton Institute's Steel Project." In *Archivaria: J. of the Assn. of Canadian Archivists* (Winter 1988/89). Describes objectives and components of the Steel Project and its documentation of the historical, social, and economic importance of Sydney Steel.

"Making Steel: Understanding the Lived Experience." In *Scientia Canadensis* 15 Spring/Summer 1991, 58-72. Through personal narratives, explores workers' relationships, their feelings about danger, attitudes toward Sydney Steel's down-sizing, and the actual work they do.

The Nova Scotia Steel Industry: A Legacy of Unfulfilled Promises. 1991. 30p, bibliog. Chronicles steel making in Nova Scotia with emphasis on foreign ownership and control, and an analysis of management.

Skills Adjustment Study: Sydney Steel. 1991. 223p. Report based on a study of the skills adjustment process, incl. selection, training, and post training experience of workers, made necessary by modernization of the Sydney Steel plant. Union local cooperated in this comprehensive overview of the impact of technology on this plant.

Steel Technology in Nova Scotia, 1900-1965. 1991. 59p. Describes open hearth and electric arc furnace systems and rolling mill operations, along with a chronology of the development of steel manufacturing plants in Nova Scotia.

Steelmaking. 1991. 51p. Describes the operations of an integrated steel plant from coking to blast furnace and open hearth procedures to finished steel.

RAILROADS

John H. Armstrong. **The Railroad: What It Is, What It Does, the Introduction to Railroad.** Simmons Boardman (1809 Capitol Ave., Omaha NE 68102), 1990. 258p, illus. \$27 pap. 3rd ed. of the classic intro. to the science of RRs. Rev.: *Railroad History* 170 (Spring 1994), 127-8.

John K. Brown. **"The Baldwin Locomotive Works, the Capital Equipment Sector, & American Industrial Practice in the Nineteenth Century."** In *Business & Economic History* 12 (Fall 1993), 7-12.

Colin J. Davis. **"Bitter Conflict: The 1922 Railroad Shopman's Strike."** In *Labor History* 33 (Fall 1992), 433-455.

David J. DeBoer. **Piggyback and Containers: A History of Rail Intermodal on America's Steel Highway.** (Avail: Golden West Books, POB 80250, San Marion CA 91118-8250). 192p., illus. \$47.95 +\$3p&h. History of rail intermodal incl. New York Central's Flexi-Van service, North Shore Line's 1926 "Ferry Truck" service, and development of United Parcel Service from a dept. store delivery service.

Andy J. Deering. **"The Railroad Watch."** In *American Heritage* 44 (November 1993), 34-35.

Richard Downes. **"Autos Over Rails: How U.S. Business Supplanted the British in Brazil, 1910-1928."** In *J. of Latin American Studies* 24 (October 1992), 551-583.

Robert L. Dyson. **"Cleaning Fires and Working the Wires: From Railroad Engine Watchman to Station Agent-Telegrapher in 1940s Iowa."** In *Palimpsest* 75 (Spring 1994), 16-29.

Max Ephraim, Jr. **"Martin Blomberg, Designer Extraordinaire."** In *Trains* 54 (October 1994), 46-49. The man responsible for the Electro-Motive Division's "famous locomotive truck."

Fred W. Frailey. **Southern Pacific's Blue Streak Merchandise: Six Decades of the Great American Freight Train.** Kalmbach Publishing (Waukesha WI), 1991. 168p., illus. \$39.95. Rev.: *Railroad History* 168 (Spring 1993), 86-87.

William B. Friedrichs. **Henry E. Huntington and the Creation of Southern California.** Ohio State Univ. Pr. (Columbus), 1992. \$37.50. 229p., illus., maps, index. Biography, from a business perspective, of the man whose control of street railways, electric power, and real estate left a lasting imprint on the Los Angeles basin.

Frederick C. Gamst. **"The Context and Significance of America's First Railroad, on Boston's Beacon Hill."** In *Technology and Culture* 33 (January 1992), 66-100. Incl. a discussion of the line, and of how the project helped define what a "railroad" was.

H. Roger Grant. **Kansas Depots.** Kansas State Historical Soc. (Topeka), 1990. 117p., illus., maps, index. \$10.95 pap. Another vol. from the unquestioned authority on Midwestern railway depots. Rev.: *North Dakota History* 60 (Summer 1993), p. 43.

James Guilbeau [SIA]. **The Saint Charles Streetcar, or the History of the New Orleans and Carrollton Railroad, 2nd ed.** The Louisiana Landmarks Soc. (Pitot House, 1440 Moss St, New Orleans LA 70119), 1977. 105p., illus., bibliog. ISBN: 1-879714-02-7, \$7 ppd. Story of the "oldest operating streetcar line in the world" which has carried passengers since 1835.

Lyman B. Horton. **"How the Milwaukee Road Promoted Agricultural Traffic."** In *The Milwaukee Roadrunner* 24 (First Quarter 1994), 21-25. A reminiscence of life in the marketing dept. of a major railroad.

Gordon L. Iseminger. **"Silk Trains on the Great Northern Railway."** In *Minnesota History* 54 (Spring 1994), 16-31.

Chang Jui-Te. **"Technology Transfer in Modern China: The Case of Railway Enterprise (1876-1937)."** In *Modern Asian Studies* 27 (May 1993), 281-296. How railway construction helped bring western technology to China.

Maurice W. Kirby. **The Origins of Railway Enterprise: The Stockton and Darlington Railway.** Cambridge Univ. Pr. (New York), 1993. 223p. A scholarly history of what was arguably the first common-carrier railroad, a northeast England shortline. Rev.: *Railroad History* 170 (Spring 1994), p. 123.

Henry Kisor. **Zephyr: Tracking a Dream Across America.** Times Books (New York), 1994. 338p., illus., maps, index. \$24. A narrative of life at current-day Amtrak; includes a frighteningly accurate description of the "railfan" species.

Maury Klein. **Unfinished Business: The Railroad in American Life.** Univ. of Rhode Island (Avail: Univ. Pr. of New England, 23 S. Main St., Hanover NH 03755-2048). 236p., illus. ISBN: 0-87451-657-9, \$24.95. Collection of essays on railroad history and historiography by a noted railway author. Topics incl. southern rail lines, the Overland Route, Jay Gould, and competition and regulation, with a final essay addressing the basic gaps in understanding of railroads' impact on American civilization.

Frank D. Lewis and David M. Robinson. **"The Timing of Railway Construction on the Canadian Prairies."** In *Canadian J. of Economics* 17 (May 1984), 340-352.

NOTES & QUERIES

CLEVELAND WORSTED MILL BURNED. Ohio's largest textile mill complex was lost on July 4, 1993, when the long-empty buildings of the Cleveland Worsted Mills Co. were destroyed by arsonists. The oldest of the 14 structures was built in 1895. The plant ceased operations in 1967, but was used for warehousing and small businesses until concerns over fire hazard and toxic wastes forced its closing. The property was a total loss except for the empty powerhouse some distance from the mill buildings. It was one of the largest fires in the city's history. W.S.

PHMC SCHOLARS PROGRAM TARGETS INDUSTRIAL HISTORY PROJECTS. The Pa. Historical & Museum Commission invites applications for its 1995-96 scholars-in-residence program, which provides support for full-time research and study at any of the facilities maintained by PHMC for periods of 4 to 12 consecutive weeks between May 1, 1995, and April 30, 1996. The program is open to college- and university-affiliated scholars, including grad students, independent researchers, public-sector professionals in history-related disciplines, writers, and others. The application deadline is Jan. 20, 1995.

The program aims to promote the interpretation of Pa. history, to encourage research drawing on PHMC's archival and artifactual resources, and to develop collegial relationships among scholars and staff. Applicants are encouraged to conceive of research topics as broadly as possible, and research need not be limited to PHMC collections. *Particular consideration will go to proposals addressing topics related to interpretive themes of PHMC programs, especially industrial history, material culture studies, and African American history.* Special consideration also will go to projects likely to result in widespread dissemination of research through publications, exhibitions, films, and other media.

Info. & application materials: Div. of History, PHMC, Box 1026, Harrisburg PA 17108 (717-787-3034).

HAGLEY FELLOWSHIPS AVAILABLE. The Hagley Program at the Univ. of Delaware has opened the 1995-96 Fellowship process, with a deadline of Jan. 30, 1995, for complete applications. The Dept. of History offers two- and four-year fellowships for students interested in careers as college teachers or as professionals in museums, historical agencies, and archives. The Hagley Program's focus is the history of industrialization and students study social, labor, business, and economic history; material culture; and the history of science and technology. The Univ. also sponsors a certificate program in museum studies.

The fellowships cover tuition for courses at the Univ. of Del. and provide yearly stipends of \$9,750 for master's candidates and \$10,820 for doctoral candidates. Fellowships may be renewed once for those seeking a terminal master's degree and three times beyond the initial year for those seeking the doctorate. Fellows also receive support for travel to conferences, archives, and museums.

Applications can be made through the Coordinator, Hagley Program, Dept. of History, Univ. of Del., Newark DE 19716 (302-831-8226).



Ruins of the Cleveland Worsted Mills Co. Walter Sheppe photo.

ROVENSKY FELLOWSHIPS AVAILABLE. Applicants are sought for up to two \$4,500 John E. Rovensky Fellowships for doctoral thesis research in American business or economic history. Applicants must be U.S. citizens working toward a Ph.D. degree, and currently enrolled in a doctoral program at an accredited U.S. university. Preference will be given to those preparing for a career in teaching and research and who will have completed all graduate course work prior to fall 1995. The application deadline is Feb. 6, 1995. For info. and applications, contact Larry Neal, Chair, Rovensky Fellowship Selection Committee, Dept. of Econ. 328A DKH, Univ. of Ill., 1407 W. Gregory Dr., Urbana IL 61801.

NATL. TRUST PRESERVATION LIBRARY. Established in 1986 at the Univ. of Maryland at College Park, the library collection of the Natl. Trust for Historic Preservation (NTL) includes: over 12,000 vols. on preservation topics; some 2,000 vertical files of brochures and preservation ephemera; microform holdings, including trade catalogs, from the 1930s onward; over 150 unpublished historic structures reports; hard copies of over 100 dissertations in historic preservation; original and unpublished tapes and transcripts of interviews conducted by Charles Hosmer with 82 of the nation's leading architectural historians and preservationists; current documents and backfiles of cultural resource reports prepared by the Natl. Park Service from 1935 to the present; 300+ periodical titles, including those of the SIA.

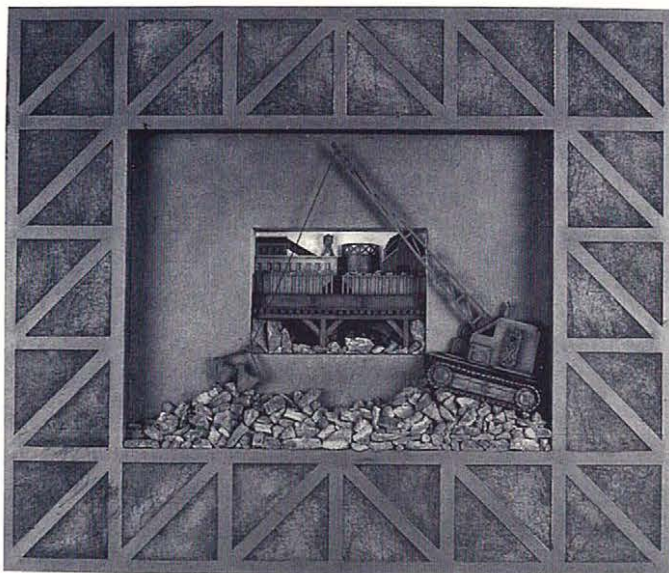
NTL staff has prepared a computerized periodical index, avail. in hard copy from G.K. Hall, containing 5,400 citations to articles from 1987 to 1990. In addition, NTL maintains: an index to publications generated by the nation's SHPO's, currently citing about 350 records; an index to NTHP *Information* series; and a nationwide index to unpublished historic structure reports and archaeological site studies. Each database is updated continually.

Soon available to NTL users will be Archives II, the new research facility of the National Archives of the U.S., now being completed on the U. of Md. campus.

NTL encourages all preservationists to report studies and publications. Info.: Sally Sims Stokes, Curator, NTL, McKeldin Library, U. of Md., College Park MD 20742 (301-405-6320).

IA IN ART:

Janos Enyedi's industrial landscapes



Janos Enyedi, "Rust Belt," 1993, 20 x 24 ins., mixed media. Photo courtesy Gregory Staley.

"Made in America: Images of the American Industrial Landscape," an exhibition of the mixed-media wall reliefs of Janos Enyedi, was shown at the David Adamson Gallery in Washington in 1993. Although Enyedi lives in Washington (where the only industry is Big Government), he's a Chicago native who looks to the industrial heartland for his inspiration. His constructions represent elements of the materials and structures of industry: brick and stone, furnace and factory.

While stylized rather than reproduced exactly, his work at least is rendered in the real colors of industry, weathered gray and oxide of red lead. Like dioramas, his reliefs miniaturize larger elements and bring them down to a scale that can be hung on the wall. They lead the eye into the essence of the materials that make up the industrial landscape. The artist uses illustration board primarily, but by building up layers with paint and powdered graphite he presents the look of rusted or primed steel, coal and iron. These composites beg to be touched, to prove or disprove the illusion.

"Rust Belt" (shown here), "Furnace Road," "Cleveland Flats - 3 A.M.," "Inside the Mill," and Enyedi's other works evoke the precisionist paintings of Charles Sheeler. Structure and form are all-important, even in miniature. Enyedi's reliefs measure, on average, 16 x 20 ins. or 20 x 24 ins, with some larger pieces. In choosing to depict only structures, Enyedi ignores all traces of human presence and activity (which some within the field of IA would find sterile). His own statement about his work, however, indicates that he considers the human element implicit even if not represented. "These works are meant to be celebrations of the workplace, and to serve as reminders that things we use every day - things we need - are produced here. Lives are invested in the workplace. The poet Carl Sandburg described that investment as "lives proud of their hands that produce a special kind of vitality and energy - American industry." Janos Enyedi can be justly proud of his hands.

H.E.W.

NOTES & QUERIES

BLISTER STEEL QUERY: "I would like to know if pre-1870 sites for the manufacture of blister steel (cementation process) are listed by the Society. If not, does any member know of such a listing?" Contact Arnold A. Putnam [SIA], 86 Wildes District Rd., Kennebunkport ME 04046.

WOOD TURNING BIBLIO. ENTRIES INVITED. The Wood Turning Center, an international nonprofit organization dedicated to the growth, encouragement, and enhancement of turning, has undertaken an annotated bibliography on the art and craft of lathe-turning and requests suggestions of relevant books and articles for inclusion. The Center will provide bibliographic survey forms. Info.: Wood Turning Center, POB 25706, Phila. PA 19144 (215-844-2188, fax 844-6116).

EAIA 1994 AWARDS. The Early American Industries Assn. announced the 1994 annual award recipients of its Grants-in-Aid Program. The projects include several of IA interest:

Robert Freed, recipient of the 1994 Winthrop L. Carter Memorial Wared, will study the Phila.-based industry that manufactured Sheffield (England)-style wooden braces (plated and unplated), beginning in 1850, in an attempt to prove that they were made in Phila., not in England.

Angela Lakwete, Newark, Del., will study the cotton-ginning industry and the question of fiber quality erosion, coincident with gains in fiber production, 1780-1890.

Caroline Loann Meek, East Meredith, N.Y., will research 19th/20th-cen. butter production and its connection to the Hanford Mills, N.Y., industry of butter-tub-cover production, including machinery, construction methods, and materials. Related research will include cooperages and butter-tub production.

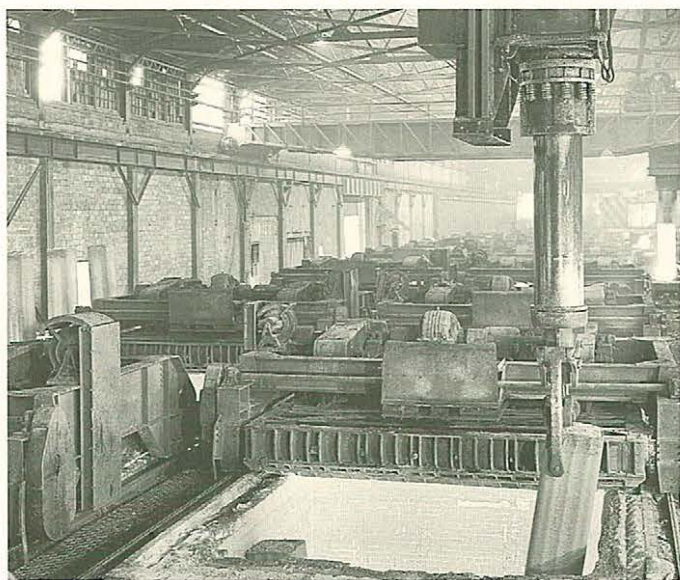
The work of Janet Siskind, New York, N.Y., will focus on tool manufacture, particularly the Collins Co., Collinsville, Conn., makers of axes, adzes, machetes, and other edged tools, 1826-1966.

For information about the EAIA grants program contact Justine J. Mataleno, Coordinator, 1324 Shallcross Ave., Wilmington DE 19806.

GRAIN ELEVATOR PHOTOS. The "Midwest Elevator Archive," a 10-vol., 900-page photographic collection on Midwestern grain elevators by John Wall of Madison, Wis., is now in the collection of the Natl. Agricultural Library, Beltsville, Md. As a teenager, Wall worked at his father's Wall Grain Co. in Pittsboro, Ind. He began his photo collection in 1967 and subsequently visited university libraries, historical societies, and elevator companies. Included are pictures from Ohio, Ind., Mich., Wis., Ill, Mo., Minn., Kan., Neb., and Iowa. Contact Wall at 800 N. Center, Newberg OR 97132.

THE VA. TRANS. MUSEUM RECEIVED \$228,000 in federal ISTE funds to renovate and improve the front facade of the museum's main facility, Roanoke's historic Freight Station. New signage and a pedestrian plaza will complement the city's proposed art/rail walk connecting the museum with the Historic Market area. Info.: Katherine Houck, VTM, 303 Norfolk Ave., Roanoke VA 24016 (703-342-5670, fax 342-6898).

Cape Breton Steel Project provides data, images for research



PHOTOGRAPHS
FROM THE
STEEL PROJECT
COLLECTION

Above: Electric arc furnace (unidentified) in the 1940s.

Left: Soaking pits, in preparation for mills.

Right: Skip hoist at Dosco blast furnace in the 1970s. This image is one of 4,500 in the database.

Photos courtesy Breton Institute, Univ. College of Cape Breton.

The Steel Project at Cape Breton was developed by the Beaton Institute of Cape Breton Studies, Univ. College of CB, to document and research the experience of area steel making, and has resulted in a number of archival, computer, video, and printed products. Project materials are in use worldwide.

Making Steel is a three-part video (60 mins., VHS, 1992; \$C27 from Beaton Inst.) co-produced by Beaton Institute and the Natl. Film Board of Canada. Each segment deals with a different aspect of steel-making in Sydney, N.S. "Technology" centers on the process of steel production at the integrated plant prior to 1989. "History" covers nearly a century of Cape Breton steel making from the early boom years to the current reduced operation. "Culture of Work" focuses on the people who make steel, their way of life, and the meaning of being a steelworker. The video package includes a glossary of terms.

Strong Man is a brief video (5 mins., VHS, 1992) filmed at the Sydney steel plant and set to original music specially composed to chronicle the various aspects of the steel-making process. It imparts a sense of the complexity, danger, and drama inherent in steel production.

"Steel Photographs Data Base" is a machine-readable database of nearly 4,500 graphic images, including slides, photographs, and transparencies, covering the evolution of steel making from

the early 20th-cen. to the present. Subjects range from people, events, equipment, and production processes to overviews of the complete operation. Each image comes with identification notes.

The Steel Project has gathered some 30 hrs. of video and film documentation of Cape Breton steel making from the 1920s to the present. Sources include the Natl. Film Board, Nova Scotia Information Service, Owen Fitzgerald, the Steel Project, and steelworkers. In addition, the Project has over 200 taped interviews with steelworkers, covering jobs and work experience, unions, health and safety, concerns for the future, and reflections on being a steelworker. The interviews are available on audio tape, in transcription, and on disk.

Archival collections include the **SYSCO Papers**, 47 metres of business, personnel, union, and technical papers of the steel companies in Cape Breton from 1899. Of note are the technical drawings of buildings and processes at the Sydney plant. An Inventory & Finding Aid is available. The **Steel Project Papers** relate to the Project's own activities and includes bibliographies, clippings, rare books, monographs, and materials from the credit course, "The Steel Industry in North America," developed by Libby Sholes and Tom Leary [both SIA].

Printed and on-disk publications of the Project are noted in the "Publications of Interest Supplement" in this newsletter.

Queries about these and other Sydney Steel Project matters should be directed to Elizabeth Beaton, The Steel Project, Beaton Inst., UCCB, Sydney, Nova Scotia, Canada B1P 6L2 (902-564-1336, fax 562-8899).

Unique armory model exhibited

Connecticut's Eli Whitney Museum in Sept. opened "Inventing Change: the Whitney Legacy," a new "permanent" exhibit treating Eli Whitney as inventor of the cotton gin (patented 200 years ago in 1794) as well as manufacturer of small arms from 1798 to 1825 at the site of the present museum. A Whitney-made model of the cotton gin, plus a recently constructed, transparent-sided model, together show how a gin worked. Recent archeology at the site, conducted by the field-methods class of the Yale Archaeological Studies program, supplied displays of domestic artifacts uncovered near the 1827 boarding house and of gun parts in process found during renewed excavation of the pre-1825 forge building.

The focus of the exhibit, however, is a one-third size replica of the main building of the armory that Whitney began erecting in 1798. It is equipped with to-scale movable wooden workmen at small workbenches and machines, run (apparently) from belts, pulleys, and lineshafting. At one end of the building a low-breast wheel is turned by water. Push-buttons activate unseen electric motors to move men and machines and to recycle water from tail race to head race. The front of the building is partly open and partly walled with plexiglass for visibility into the various workrooms. Whitney's office is tastefully (and conjecturally) decorated with a portrait of his promoter, Thomas Jefferson, and a sample case of miniature (interchangeable?) muskets, while the slide projection of a page from his account book hovers over his desk. The development of time discipline in the early 19th cen. is symbolized by the factory bell, on whose rope a worker pulls at the push of a button.

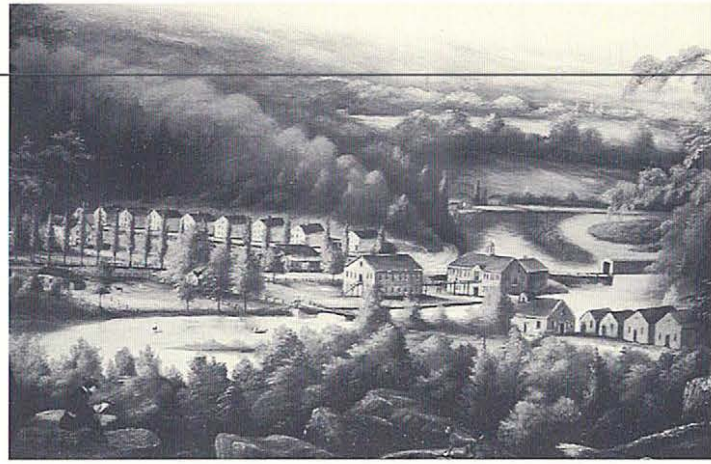
The scaled-down replica is modelled after the building shown in William Giles Munson's painting of the site in 1826-28, its dimensions taken from a letter Whitney wrote in 1799. The machines and tools are those mentioned in the factory's probate inventory, made after Whitney's death in 1825. Museum Director Bill Brown emphasizes that the exercise of making the model factory is an on-going learning experience involving many educated guesses as to the location and appearance of the various manufacturing processes within the building, as well as the materials and finishing of the building itself. It takes the work of many dedicated helpers, some of whom not only framed the post-and-beam structure, but painstakingly cut down all the necessary clapboards and shingles to one-third size.

To represent "the second armory" on the site (i.e., that of Eli Whitney, Jr. from 1842 to 1888), a production line of full-size, operating, special-purpose woodworking machines and hand tools will allow visitors of all (or most) ages to make their own cap-firing percussion locks from plywood, dowels, rubber bands, and thumbtacks. Individuals will use the entire sequence of work stations, or will form into groups of specialists in certain operations, thereby practicing division of labor.

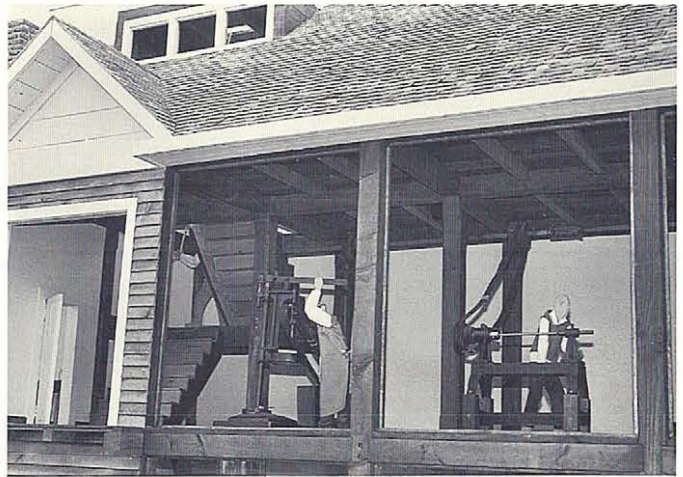
To complement the exhibit, a new brochure showing Munson's painting keyed to a site map allows visitors to wander about outside, relating the present-day layout of structures to those of the early armory.

The museum is located at Armory St. and Whitney Ave., at the foot of Lake Whitney, in Hamden, Conn., just north of New Haven. It is open noon to 5 p.m., Mon., Thurs., Fri., and Sun., and 10 a.m. to 3 p.m. on Sat. For info. call 203-777-1833.

C.C.C.



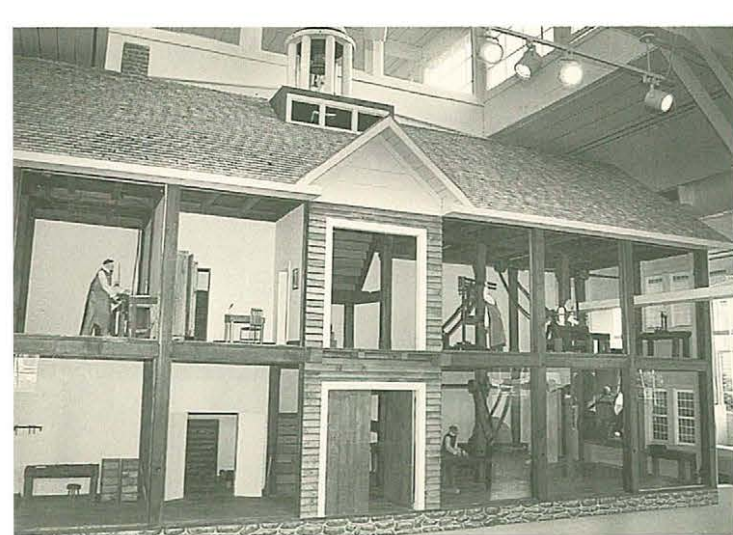
Above: Munson's 1826-28 painting of the Whitney Armory. At center are the stocking shop (left) and filing and machine shop (right, with cupola), which is modeled in the exhibit. Workers' houses line up at left and just below, barely visible, are a barn and boarding house, which stand today. A forge on the river's near side is supplied from a row of fuel sheds (right), one of which survives. Ithiel Town's covered lattice-truss bridge spans the mill pond upstream. Image courtesy Mabel Brady Garvan Collection, Yale Univ. Art Gallery.



Above: A model worker operates a drill press to drill holes in a musket part, while at right another worker runs a lathe. The line shafting is mostly square in section, but circular at bearings. Partially visible on the stairway is a worker who rings the cupola bell.

Below: When a museum visitor presses a button, this model filer wields a miniature file, representing one of the four hundred listed in Whitney's probate inventory. R.B. Gordon photos.





ve: Front of the Whitney
nory exhibit model of the
25 machine and filing
p. The original was two
ies, 72 x 30 ft. Whitney's
ce is at left-center, 2nd
or.

ht: Model end view,
wing Whitney's iron
erwheel, 14 ft. diam. x 6 ft.
le in the original. R.B.
rdon photos.



SITES & STRUCTURES

TREVITHICK BEAM ENGINE QUERY. The Trevithick Society writes: "We have had enquiries from several of our members asking for information on the location of Cornish Beam Engines in America and Canada. Can you direct us to any published list of sites or engines or any books on the subject?"

Dating from 1935, the Trevithick Society is focused on the IA of Cornwall, including a significant mining heritage. It is named in honor of Richard Trevithick (1771-1833), Cornwall's greatest engineer, who was a key figure in the development of high-pressure steam and its application in engines for mining and transport use. The Society operates a 154-year-old Levant beam winding steam engine.

Please contact The Trevithick Society, Westcliffe, Alverton, Penzance, Cornwall, England TR18 4TQ (phone 0736 331461).

SIA INVITED TO KNIGHT FOUNDRY LANDMARK DEDICATION. Historic Knight & Co. Foundry & Machine Shop in Sutter Creek, Calif., announced that it has been designated for landmark status by the American Society of Mechanical Engineers. The ASME has scheduled a designation ceremony at the site on Feb. 25, 1995, and Knight Foundry invites SIA members to the celebration.

Knight was established in 1873 as one of several foundry-machine shops established to supply local mines with heavy equipment and repair parts. Today the foundry is an operating commercial foundry offering the public an educational historical

program, including site tours. Last year the nonprofit Friends of Knight Foundry was established to promote the site's long-term preservation and operation. Currently the foundry produces high-quality custom gray-iron castings for industry, and can provide short-run castings from several ounces to 4,000 pounds and as large as eight feet in diameter. Knight continues to manufacture gray-iron sprockets for agriculture and industrial equipment, and has the patterns for many obsolete sizes and types of sprockets. Finally, Knight provides castings for architectural restoration projects, including the Calif. State Capitol, and makes replacement parts for steam and gas engines and other antique machines. Info.: FKF, POB 1873, Sutter Creek CA 95685 (209-267-1449).

SIA AFFAIRS

GIFTACKNOWLEDGED. The Society is pleased to announce receipt of the 16th royalty check from sales of *Historical Archaeology: A Guide to Substantive and Theoretical Contributions*, edited by Robert L. Schuyler [SIA], and available for \$28.50 ppd. from Baywood Publishing Co. Inc., POB 337, Amityville NY 11701 (516-691-1270, fax 691-1770).

NEWS OF MEMBERS

Mark R. Edwards has been appointed Georgia State Historic Preservation Officer, effective Nov. 1, leaving his joint posts with the Maryland Historical Trust of Deputy Director and Deputy State Historic Preservation Officer. As the Ga. SHPO he also will serve as Director of Historic Preservation with the Ga. Dept. of Natural Resources.

Gary Kulik was appointed director of the Library at Winterthur, Winterthur, Del., leaving the Smithsonian Institution where he was assistant director for academic programs at the National Museum of American History.

Gary Van Zante, formerly Director of Resources for Hammond, Beeby & Babka, Inc., Chicago, has been appointed Curator of the Southeastern Architectural Archive at Tulane Univ. (Howard-Tilton Mem. Library, TU, New Orleans LA 70118; 504-865-5131).

LETTER TO EDITOR

Editor:

After reading the Summer 1993 *SIA Newsletter*, I just could not resist writing to suggest that readers may be interested in knowing that the Clyde Whirly crane (page 4), now at the Baltimore Museum of Industry, was made in Duluth, Minn., at the Clyde Iron Works Co. The firm's records are in the Northeast Minn. Historical Center, Univ. of Minn.-Duluth library, and include product manuals and related information for their various lines of cranes, hoists, logging equipment, and other products.

Larry Sommer
Lincoln, Nebraska

The writer is the director of the Neb. State Historical Society and is the former director of the Lake County Historical Society in Duluth.

CALENDAR

1995

Jan. 4-8: Annual Meeting, Society for Historical Archeology, Wash. D.C. Info.: Henry M. Miller or Timothy B. Riordan, Historic St. Mary's City, St. Mary's City MD 20686 (301-862-0975).*

Feb. 26-28: "Restoration 95" exhibition and conference, Boston. Visitor info.: 617-933-6663; exhibitor info.: 617-933-9699, fax 933-8744.

MAY 11-14: SIA 24th ANNUAL CONF., BALTIMORE.

Mar. 30-April 1: Conf., "Preserving the Recent Past," Chicago, on identifying, evaluating, documenting, maintaining, & preserving 20th-cen. properties. Cosponsored by Natl. Park Service, Hist. Pres. Ed. Found., Soc. for Commercial Archeology, & Assn. for Pres. Tech. Info.: "PRP," POB 77160, Wash. DC 20013 (or call Tom Jester or Carol Gould, 202-343-9578).

April 21-22: Conf., "Industrial Modernism: Factory Architecture, Engineering, & Workers' Housing," Center for the History of Business, Technology, & Society, Hagley Museum & Library. Emphasis on Eastern Europe, (former) Soviet Union, Asia, & Latin America. Info.: Roger Horowitz, CHBTS, HM&L, POB 3630, Wilmington DE 19807 (302-658-2400, fax 658-0568, E-mail: rh@strauss.udel.edu).

CONTRIBUTORS TO THIS ISSUE:

Elizabeth Beaton, Beaton Inst., Univ. College of Cape Breton; Carolyn C. Cooper, Yale University; William J. Ellenberger, Escondido, Calif.; Robert B. Gordon, Yale University; Patrick E. Martin, Michigan Technological University; Walter Sheppe, Akron, Ohio; Miriam F. Wood, Ohio Historic Bridge Assn; and Helena E. Wright, Smithsonian Institution.

With thanks.

May 17-21: Annual Meeting, Vernacular Architecture Forum, Ottawa. Info.: Alex Cross, 23 Bongard Ave., Nepean, Ontario, Canada K2E 6V2 (613-723-6833, fax 723-8041).

July 8-Aug. 4: Museum Management Institute, U. of Cal. Berkeley. A program of the J. Paul Getty Trust. Info.: MMI, American Federation of Arts, 41 East 65th St., NY NY 10021 (800-AFA-0270; fax 212-861-2487).

*Additional info. in Notes in this issue.

1995 ANNUAL CONFERENCE

The 1995 SIA Annual Conference is scheduled for May 11-14 in Baltimore, Maryland. For general conference information contact Dennis Zembala, Baltimore Museum of Industry, 1415 Key Hwy., Baltimore MD 21230 (410-727-4808, fax 410-547-6838).

For info. about paper sessions, including proposal submissions and deadlines, contact Stacey Webb at 410-333-3439.

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, 203 W. Burlington St., Bordentown NJ. All other business correspondence should be sent to SIA-HQ, Dept. of Social Sciences, Mich. Tech. Univ., 1400 Townsend Dr., Houghton MI 49931. ISSN 0160-1067

Submission deadlines: Feb. 1 (Spring), May 1 (Summer), Aug. 1 (Fall), and Nov. 1 (Winter).

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

Mailing dates for Vol. 22 (1993): No. 1, Apr.; No. 2, July; No. 3, Dec.; No. 4, Apr.; Vol. 23 (1994), No. 1, Dec. If you have not received an issue, apply to SIA-HQ (address above) for replacement copy.

TO CONTACT THE EDITOR: Robert M. Frame III, Editor, *SIA Newsletter*, P.O. Box 65158, St. Paul MN 55165-0158 (612-291-7882; fax 612-870-3660). E-mail to: frame003@maroon.tc.umn.edu.

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