

SOCIETY FOR INDUSTRIAL ARCHEOLOGY NEWSLETTER

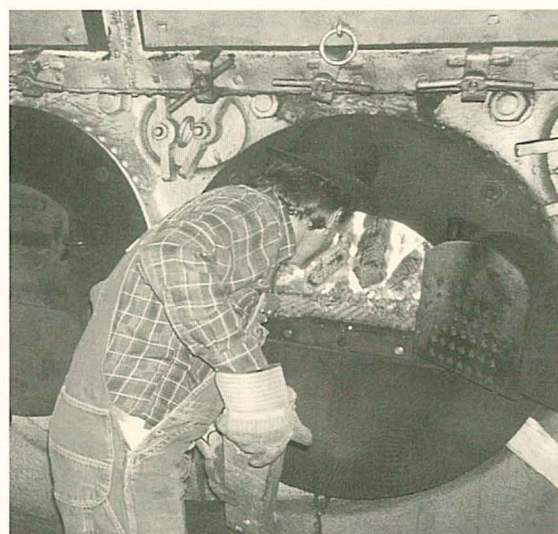
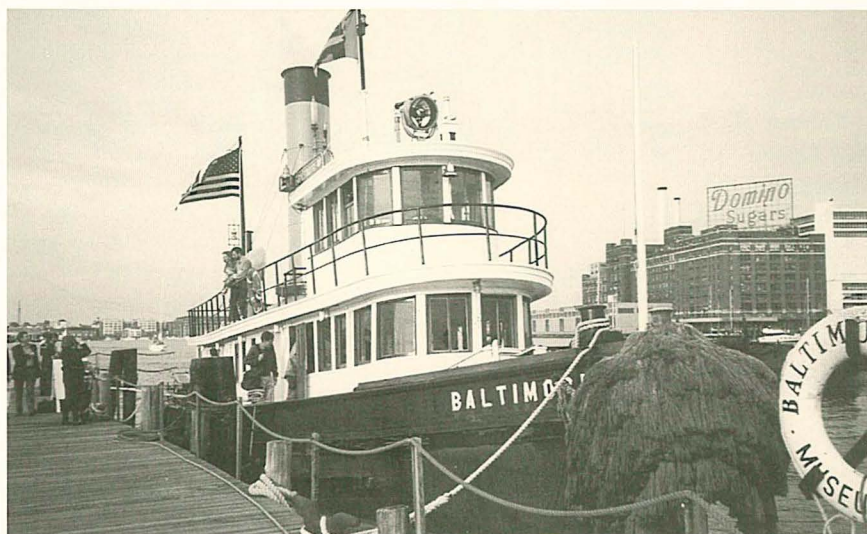
Volume 24

1995

Number 2/3

24th Annual Conference, May 11-15, 1995

'Port, People, and Process': SIA tours Baltimore's Industrial Heritage



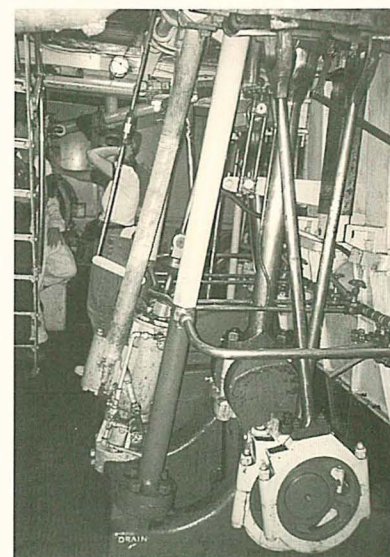
Amid Preakness Week celebrations and senior proms, Baltimore—city of crabs, rowhouses, and Orioles baseball—played host to the 24th Annual Conference of the Society for Industrial Archeology, from May 11 through May 15. Sponsored by the Benjamin Latrobe, Jr. Chapter SIA, the Baltimore Museum of Industry and the B&O Railroad Museum, the conference theme, "Port, People and Process: Baltimore's Industrial Heritage," was explored through five days of process tours, paper sessions and sightseeing opportunities.

On Thursday, May 11, over 350 participants arrived at the **Radisson Plaza Lord Baltimore Hotel** (1928, NR). The hotel was within walking distance of Baltimore's famed Inner Harbor. The day began with a downtown walking tour and ended with an opening reception at the **B&O Railroad Museum**. Arriving by trolleys, participants were feted with a "flavor of Baltimore" buffet and Museum tours, including the former B&O passenger car shop at Mt. Clare, the "Roundhouse" (largest 22-sided polygonal industrial building in the world), and an opportunity to watch the steaming of the "Tom Thumb," a replica of America's first steam engine, built for the 1927 Fair of the Iron Horse. Rail excursions were offered aboard a 1953 Budd rail diesel car to the 297-ft **Carrollton Viaduct** (1829), the nation's oldest railroad bridge.

Six process tours were offered on Friday, focusing on port and industrial centers with shipyards, mills, foundries and canneries. The Food Processing Tour included **Goetze's Candy Company**,

STEAMED AND READY.

SIA members tour every available inch, above and below, of the operating 1906 steam tug *Baltimore*, a registered National Historic Landmark and one of the main attractions at the Baltimore Museum of Industry, conference co-host. Visible in the distance beyond the tug is the huge Domino Sugar Corp. refinery, which was a process-tour site. *R. Frame photos.*



home of the famous caramel cream candies; the **Jeppi Nut Company**; **Martin Gillet & Company, Inc.**, manufacturers of salad dressings and condiments; **Domino Sugar Corporation**; and **Wilkins-Rogers** flour mill, creator of Washington Brands. The 1920 Domino Sugar plant can refine six million pounds of raw sugar per day.

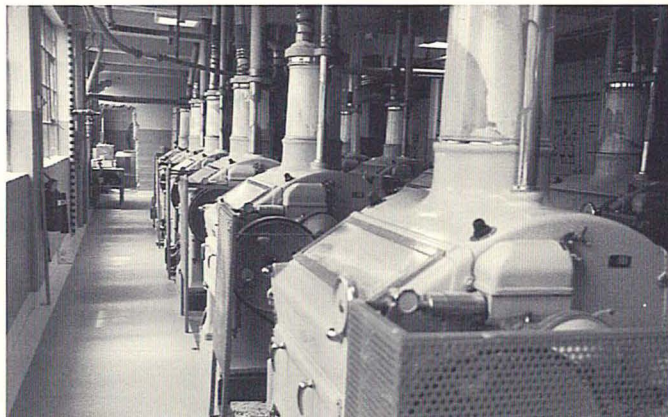
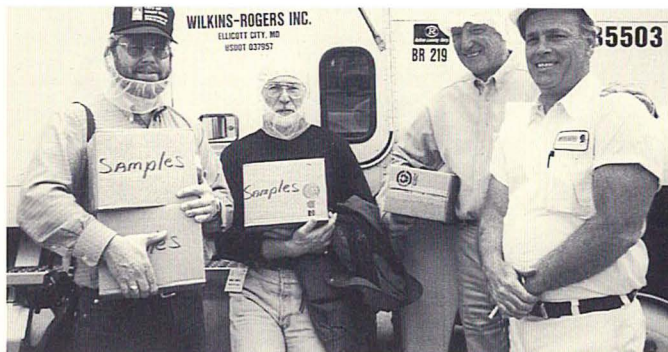
The Transportation Tour included the **Ruckert Terminal Corp.**, where tourers watched stevedores unloading and warehousing



Above: Wilkins-Rogers, Inc., Maryland's only operating flour mill, occupies an Ellicott City mill site dating to 1772. Many of its products are packaged under the "Washington" label.

Above right: With full hair- and beard-net regalia, SIAers Bob Frame, David Starbuck, and Hank Rentschler pose with their tour guide and guard their precious packages of milling samples.

Right: A line of mill roll stands. R. Frame & M. Habstritt photos.



bulk cargoes and the modern port facilities of **Seagirt and Dundalk Marine Terminals**. The tour also visited the **Coast Guard Shipyard**, founded in 1899 at Curtis Bay; the **Curtis Bay Coal Pier**; and the ship training simulators at the Maritime Institute of Technology.

The Printing Industries Tour included the **Globe Poster Printing Corp.**; **Bindagraphics** (the nation's seventh largest bindery); **L. Gordon & Son** box manufacturers, makers of decorative rigid boxes for Whitman chocolates; and the **Baltimore Sun's** state-of-the-art printing plant. Participants returned with colorful circus posters from Globe Poster.

Once, one of every four Baltimoreans worked in the garment industry. The Needle Trades Tour explored **Joseph A. Banks Clothiers**, **Schreter Neckwear Co.**, and **Lion Brothers Co.**, makers of embroidered emblems. A walking tour of Baltimore's early garment district followed lunch at the 200-year-old Lexington Market.

Donning hard-hats, participants on the Metal and Mechanical Tour went to the **Bethlehem Steel Corp.** to see the oxygen furnaces in operation and ore carriers unloading along the Chesapeake Bay. Housed on 2,500 acres, Bethlehem Steel's **Sparrows Point**

Steelworks & Shipyard was developed in 1887 as a "greenfield" project by the

Pennsylvania Steel Co., then nurtured by the Maryland Steel Co. and by Bethlehem Steel in 1916. The steelworks produces steel for such products as pipe, wire rod, sheet, tin mill products and chemical by-products. Ten million tons of ore are unloaded at Bethlehem Steel's shipyard annually. The tour continued to the **Anchor Fence Co.**, once the nation's largest chain-link fence maker, and then on to Locke Insulators, the world's largest manufacturer of ceramic high-tension insulators.

The sixth and final process tour was the Family Tour (with or without children), which offered participants a taste of some of the other process tours with visits to Goetze's Candy Co. and the Lion Brothers Co., Inc. Additional stops included the **Fire Museum of Maryland**, where the design and technology of fire apparatus from 1822 to 1957 are displayed; lunch at **Hampton Mansion** (NR); and the Baltimore Museum of Industry, where participants could role-play in the award-winning "Kid's Cannery," an interpretive, interactive exhibit that enables the visitor to become a 19th-cen. oyster-cannery worker.

That evening offered additional events. The **Historic American Engineering Record (HAER)** sponsored the 25th Anniversary Reception for HAER Alumni and Friends, including HAER's 23-year association with the SIA; an open house at the **Baltimore Public Works Museum** in the historic Eastern Avenue Pumping Station and the first museum in America dedicated to preserving and interpreting the history of public works; an opportunity to see Baltimore play Cleveland at **Oriole Park at Camden Yards**, one of the finest examples of adaptive re-use of historic



Far left: Visiting the "Site of the First Stone" of the B&O marker, these days kept under lock and key to preclude vandalism. SIAers rode there on a B&O Budd car from the B&O Museum.

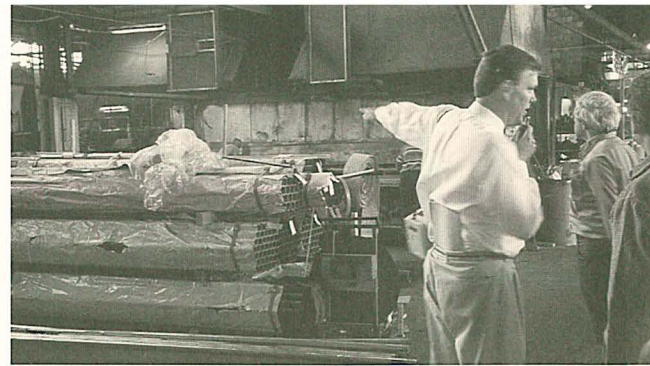
Near left: Firing up the replica Tom Thumb at the B&O Museum. R. Frame photos.



*Left: Viewing No. 4 Open
Hearth at Bethlehem Steel.*

*Right: Tour leader Curt Russell
describes the process of
coating fence posts with vinyl
at Anchor Fence.*

*John Teichmoeller
photographs.*



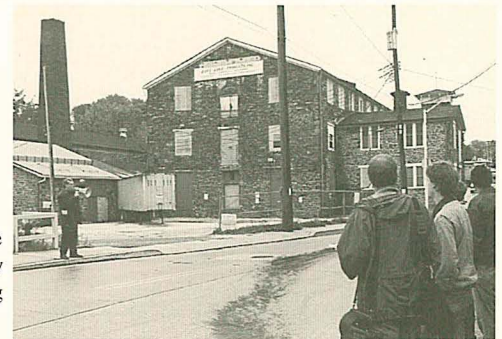
structures with modern stadium technology; and the traditional **SIA Show and Tell** session at the hotel.

Saturday began with a breakfast meeting for SIA local chapter presidents to share chapter projects and programs. The remainder of the day was given over to concurrent paper sessions and the Annual SIA Luncheon and Business Meeting, while Baltimore's annual Preakness Parade wound through the city and past the conference hotel. The paper sessions in Baltimore ranged from Parks and Promenades in the Industrial Setting, Iron Groups 1 and 2, HAER Recordation 1994, the Printing and Garment Industry, Conservation, Transportation, Energy and Natural Resources and the 12th Annual SIA Historic Bridge Symposium. An evening dinner reception was held at the **Baltimore Museum of Industry (BMI)**, where participants, arriving by water taxi, were treated to a real Maryland crab feast, with music provided by the Golden Radio Buffs of Maryland. BMI's 1906 National Historic Landmark tugboat **Baltimore** steamed at the Museum pier and the restoration

crew guided SIA visitors aboard. The Museum galleries, the "**Kid's Cannery**" and the "**Children's Motorworks Assembly Line**" were open as well.

On Mother's Day, Sunday, May 14th, under a gray and drizzling sky, three more tours were offered, allowing a choice of boat, bus or rail. A full-day bus tour, the Mills and Valleys Tour, combined a citywide bus and walking tour. Many of the sites listed in the Baltimore guidebook, **Baltimore: Industrial Gateway on the Chesapeake**, were visited with an emphasis on the concentration of industry along Baltimore's **Jones Falls**, which was developed

*Right: Jones Falls
Valley tour guide
John Hankey
discusses the stone
Druid Mill (1866,
1872), now used by
the model mfr. Life
Like Products.*



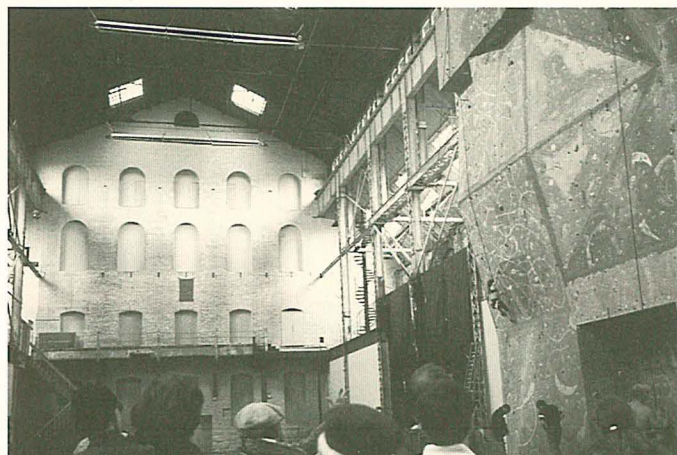
*Below: Boarding the
Clipper City for very
wet Sunday morning
tour of the port.*



POOLE & HUNT works (NR), Jones Falls Valley.

Above: SIA tourers view the buildings in the Poole & Hunt complex.

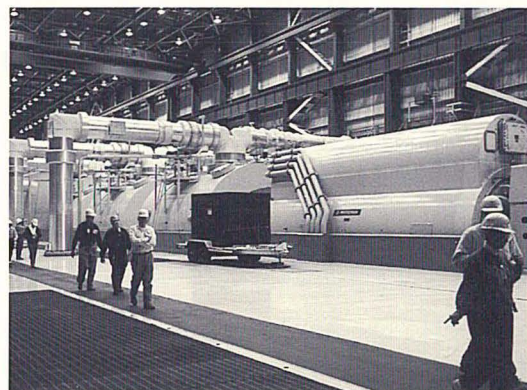
*Below: The largest building in the complex (visible above at center, rear) now
houses giant irregular walls fitted for rock climbers to train and practice.
R. Frame photos.*





CALVERT COUNTY TOUR HIGHLIGHTS.

Left & right: Touring the Calvert Cliffs nuclear power plant, inside and out.



CALVERT MARINE MUSEUM, Solomons Island.

Left: SIA tourers waiting to enter the J.C. Lore & Sons Oyster House, now part of the museum complex, and view the original packing equipment and exhibits.

Right: Children practice oyster shucking at child-sized replica work stations.



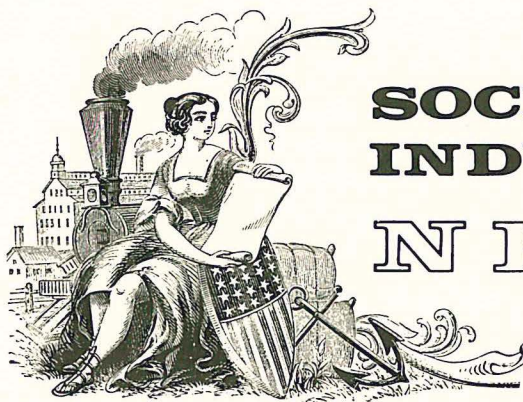
for milling as early as 1719. By the mid-19th cen. it was one of the most intensely used water-power sites in Maryland, supporting some 23 mills, foundries, and factories. A morning harbor boat tour aboard the replica sailing vessel *Clipper City* took off from Harborplace and offered a guided tour of the port facilities, remaining factories, and descriptions of previous industrial plants removed for urban renewal. An afternoon tour explored the new light rail system, which runs along the spine of 19th-cen. Baltimore, from the Annapolis Short Line tracks near Patapsco Avenue through the Howard Street retail corridor to the mills of the Jones Falls Valley, once the greatest concentration of industry in the state. A post-conference bus tour on Monday went to **Solomons Island** and the **Calvert Marine Museum**, including the former seafood packing plant of J.C. Lore & Company; the 1883 screwpile lighthouse from Drum Point; the Baltimore Gas & Electric Co.'s **Calvert Cliffs Nuclear Power Plant**, Maryland's only nuclear power plant and the **Chesapeake Beach Railroad Museum**.

A conference overview would not be complete without acknowledgments of help and support to: Dennis Zembala and Ann Steel of BMI; conference hosts: the Benjamin Latrobe, Jr. Chapter SIA, Baltimore Museum of Industry, B&O Railroad Museum, Fire Museum of Maryland, and the Maryland Historical Trust; Steering Committee members; and editors and contributors to the conference guidebook, *Baltimore: Industrial Gateway on the Chesapeake*; volunteer guides: Frank Dingle, Philip Kahn, Jr., and John Starr; and special thanks for cooperation from CSX Intermodal, the Maryland Port Admin., the Maryland State Highway Admin., and the Maryland Transportation Admin.

B.P.N.

Below: The 1883 screwpile Drum Point Lighthouse, moved to the Calvert Marine Museum grounds in 1975. *R. Frame photos.*





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PUBLICATIONS OF INTEREST

A SUPPLEMENT TO VOL. 24, NO. 2/3.

1995

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and

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BALTIMORE AREA

"The Drum Point Lighthouse." Calvert Marine Museum (Solomons, MD). Illus., diags. \$0.75. This foldout brochure provides a history of the Drum Point Light, an 1883 screwpile lighthouse, inc. elevations and a perspective drawing of the bell striking mechanism and water supply system. The lighthouse was moved to the Calvert Marine Museum in 1975 and restored.

The following three publications are available from: Baltimore Museum of Industry, Attn: Beverly Baker, 1415 Key Hwy., Baltimore MD 21230.

Benjamin LaTrobe, Jr. Chapter of SIA. **Baltimore: Industrial Gateway on the Chesapeake.** Baltimore Museum of Industry, 1995. 144p., illus., maps. \$15. Robert Vogel, guest editor; foreword by Dennis Zembala [both SIA]. This guide originated with the Baltimore Engineering and Industrial Survey conducted 1978-1982 by the Museum and was updated and expanded with contributions from LaTrobe chapter. Brief entries on over 300 industrial sites are organized geographically following transportation networks that linked the port to local suppliers and western markets. Inc. demolished sites.

Herbert Harwood and Stephen Israel [both SIA]. **Industrial Heritage Along Baltimore's Light Rail Line: Tour Guide.** [20]p., illus. map. Benjamin LaTrobe Chapter, SIA (Baltimore), 1995. \$5. Supplied on the light rail tour featured at the 1995 SIA annual conference, this detailed little guide covers 44 sites along the 17.2 mile corridor and is suitable for a self-guided tour.

"Society for Industrial Archeology 95: 24th Annual Conference, Baltimore, Maryland, May 11-15, 1995." \$8. Poster featuring a color reproduction of the NationsBank Building mural of the Baltimore harbor by R. McGill Mackall.

RAILROADS

Gordon L. Iseminger. **"Silk Trains on the Great Northern Railway."** In *Minnesota History* 54 (Spring 1994), p. 16-31. Examines the relationship between the silk industry and the railroads by chronicling the history of Great Northern's silk express trains which ran between Seattle and St. Paul from 1910 to 1939.

Donald J. Pisani. **"George Maxwell, the Railroads, and American Land Policy, 1899-1904."** In *Pacific Historical Review* 63 (May 1994), p. 177-202. Railroad involvement in the making of turn-of-the-century western irrigation policy.

Mark Reutter. **"The Lost Promise of the American Railroad."** In *The Wilson Qtrly* 18 (Winter 1994), p. 10-37. Another attempt to explain the decline of America's passenger trains.

Mark Reutter. **"The Great (Motive) Power Struggle: The Pennsylvania Railroad v. General Motors, 1935-1949."** In *RR History* 170 (Spring 1994), p. 18-33. An interesting look at the Pennsylvania's reluctant acceptance of the diesel locomotive.

John Riddell. **The Railways of Toronto — the First Hundred Years.** British Railway Modelers of North America (5124 33rd Street NW, Calgary Alberta T2L 1V4), 1991. 34p., illus., map. \$C10.00 paper. A photographic history of the city's railways. Rev.:

RR History 168 (Spring 1993), pp. 104-5.

Carlos A. Schwantes. **Railroad Signatures Across the Pacific Northwest.** Univ. of Washington Pr. (Seattle), 1993. 360p., illus., maps, index. \$50.00. A look at the historic role of railroads in the cultural geography of the Pacific Northwest. Rev.: *The Lexington Qtrly* (January 1995), p. 3-4.

Jeremy Taylor. **Conrail Commodities.** Silver Brook Junction Publishing Co., Inc. (P.O. Box 325, Telford PA 18969), 1993. 168p., illus., maps. \$54.45 ppd. An unusual examination of a railroad — an analysis of Conrail according to the cargos it carries. Rev.: *Trains* 54 (October 1994), p. 85-86.

Scott D. Trostel. **Building a Lima Locomotive: the Steam-locomotive Construction Process of Lima Locomotive Works during 1924.** Cam-Tech Publishing (P.O. Box 341, Fletcher OH 45326). 84p., illus. Follows, through photographs, the process of constructing an order of IC locomotives at Lima in 1924. Rev.: *Project 1225*, December 1993.

Steven W. Usselman. **"Patents Purloined: Railroads, Inventors, and the Diffusion of Innovation in 19th-Century America."** In *Technology & Culture* 32 (October 1991), pp. 1047-1075. Shows how railroads, in contrast to some other industries, were able to circumvent patent rights to speed the adoption of new technology.

WATER AND RECLAMATION

John A. Adams, Jr. **Damming the Colorado: The Rise of the Lower Colorado River Authority.** Texas A&M University Press (College Station), 1990. 166p., illus., maps, bibliog., index. \$32.50. This is about the Colorado River in Texas, not the one we usually think of. Rev.: *Public Historian* 15 (Winter 1993), pp. 107-109.

The Alexandria Canal: Its History and Preservation. West Virginia Univ. Pr., (avail: Communications Coordinator, IHTIA, P.O. 6305, 1535 Mileground, Morgantown WV 26506.), 1992. 76 p. \$15. Traces the history of the Virginia canal through the internal improvements movement, its construction and early years of operation, and the 1982-1985 excavation and rehabilitation of the canal tide lock and basin. Inc. excerpts from the notebooks of its engineer and glossary of canal terms.

Fred Anderson. **Old Crosscut Canal.** National Park Service, Western Regional Office (San Francisco), 1991. 42p., illus., maps. HABS/HAER documentation of canal facilities in the Salt River Valley of Arizona. Rev.: *Public Historian* 16 (Winter 1994), pp. 88-90.

John O. Anfinson. **"The Secret History of the Mississippi's Earliest Locks and Dams."** In *Minnesota History* 54 (Summer 1995), p. 254-67. Written by the St. Paul District Historian for the Corps of Eng., this article describes how national politics, the fledgling environmental movement, and changing technological forces affected the construction of Locks and Dam No. 1 and 2. No. 2 was demolished in 1912, only 5 years after it opened.

Beryl Gail Churchill. **The Dam Book: The Construction History of Corbett, Buffalo Bill, and Willwood Dams.** Pub. by the author (Cody WY), 1986. 96p., illus. \$18. A largely photographic look at an early Reclamation Service project, which, when finished,

included the highest dam on earth.

William Dietrich. **Northwest Passage: The Great Columbia River.** Simon & Schuster (New York), 1995. A history of the re-engineering of the Columbia focussing on "how various groups of people have perceived the river and the consequences of those perceptions." This case study addresses the social and environmental issues of pollution, hydropower politics and Indian rights, but also provides statistics on the river's 500 dams, such as how many yards of concrete were poured and how many miles of canals were excavated. Rev.: *New York Times Book Review* (June 4, 1995), p. 14.

Charles A. Flowerday, ed. **Flat Water: A History of Nebraska and Its Water.** Univ. of Nebraska, Institute of Agriculture and Natural Resources, 1993. 292p., illus., maps, index. \$20.

James R. Kluger. **Turning on Water with a Shovel: the Career of Elwood Mead.** University of New Mexico Press (Albuquerque), 1992. 236p., illus., maps, bibliog., index. \$29.95. Biography of the early 20th cen. Bureau of Reclamation Commissioner and advocate of planned settlement in the West. Rev.: *South Dakota History* 23 (Fall 1993), pp. 268-269.

Susan M. Stacy. **When the River Rises: Flood Control on the Boise River, 1943-1985.** University of Colorado, Institute of Behavioral Sciences (Boulder), 1993. 187p., illus., maps, bibliog., index. Rev.: *Western Historical Q'tly* 25 (Spring 1994), p. 96.

William F. Willingham. **Northwest Passages: A History of the Seattle District U.S. Army Corps of Engineers.** U.S. Army Corps of Engineers (Seattle), 1992. 156p., illus., maps, bibliog., index. Rev.: *Western Historical Q'tly* 25 (Spring 1994), 101-102.

MARITIME

Ian Friel. **The Good Ship: Ships, Shipbuilding, and Technology in England 1200-1500.** Johns Hopkins Univ. Pr. (Baltimore), 1995. 208 p. \$39.95.

Ron Larson. **Upper Mississippi River History.** Steamboat Pr. (1286 Lakeview Av., Winona MN 55987), 1994. Illus., indexes. \$45. Written by a retired U.S. Merchant Marine captain, this heavily illustrated history focusses on the paddlewheel steamboats on the upper Mississippi, from the first in 1811 to the excursion paddlewheelers of today. It also provides brief histories of other river industries, such as clamshell button makers, and the river towns, from St. Louis to Minneapolis, that grew on its banks.

OTHER TRANSPORT

Stephen B. Goddard. **Getting There: The Epic Struggle Between Road and Rail in the American Century.** Basic Books (10 E. 53rd St., New York NY 10022-6299), 1994. 351p., bibliog., index. \$26. The 20th-cen. battle for American transport supremacy, told by one who thinks that highways are superior. Rev.: *The Lexington Q'tly* (Jan. 1995), pp. 13-14.

Priscilla M. Harding. "Building the Airdock." in *Timeline* 11 (November/December 1994), pp. 44-54. The construction and use of the Goodyear-Zeppelin Corporation's airship factory in Akron, Ohio—the world's largest building without interior supports.

Jay P. Spenser. **Vertical Challenge: The Hiller Aircraft Story.** Univ. of Washington Pr. (Seattle), 1992. 224p., illus., bibliog., index. \$30. A largely anecdotal history of Hiller Aircraft, a producer of innovative helicopters during the 1950s and 1960s. Rev.: *Business History Review* (Winter 1993), p. 666-668.

BRIDGES

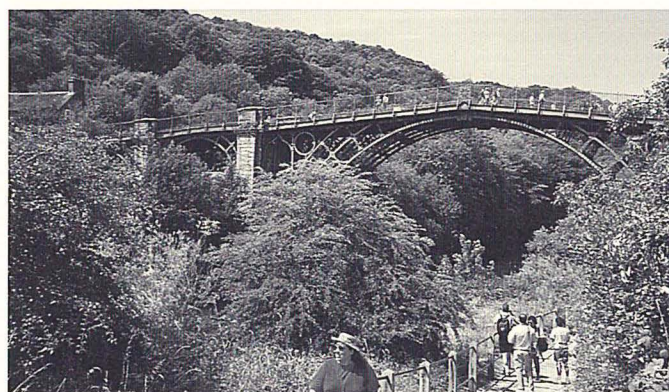
The Patented Bollman Suspension Trusses: A Structural Analysis. W. Virg. Inst. for the History of Technology & Industrial Archaeology (Communications Coordinator, P.O. Box 6305, 1535 Mileground, Morgantown WV 26506), 1992. \$6. Technical report providing an introduction to the Bollman truss, historical background, and explanation on non-destructive and destructive methods of testing bridge truss elements.

Dwight A. Smith, James B. Norman, Peter T. Dykman. **Historic Highway Bridges of Oregon,** 2nd ed. Oregon Historical Soc. Pr. (1200 S.W. Park Av., Portland OR 97205-2483). 328 p., illus., bibliog., index. ISBN: 0-87595-115-5, \$19.95. More than two hundred bridges, inc. coastal arch bridges designed by Conde B. McCullough, covered bridges and Columbia River Scenic Highway structures, are documented in black and white photos and line drawings.

Sharon Wood. **The Portland Bridge Book.** Oregon Historical Soc. Pr. (1200 S.W. Park Av., Portland OR 97205-2483). 120 p., illus., map, bibliog. ISBN 0-87595-211-9, \$12.95. Histories of all the bridges on the Willamette River, inc. railroad bridges.

NOTES

MD. BRIDGE OFFERING. The County Commissioners of Garrett County, Md., offers the River Road Bridge No. G-109, carrying River Rd. over the Casselman River, to any state or local govt. agency or responsible private entity, who might be interested in moving and rehabilitating the bridge for preservation purposes. Built c1900, it is an 83-ft., single-span, through truss, with a roadway width of 9 ft. 6 in, with a timber-plank deck. The recipient must agree to rehabilitate and maintain the structure according to the Secy. of the Interior's "Standards for Rehabilitation" in order to preserve the integrity of the structure. In addition, the new owner(s) must agree to: (1) accept title to the bridge; (2) maintain the bridge and the features that gave it its historical significance; and (3) assume all future legal and financial responsibility for the bridge, including an agreement to hold Garrett County harmless in any liability action. The deadline for written proposals is Feb. 6, 1996. Contact Lee Thorne, County Engr., Garrett Co. Roads Dept., 12778 Garrett Hwy., POB 476, Oakland MD 21550 (301-334-3988).



Tsongas Industrial History Center study-tour participants visit the famed Ironbridge (1779) in Coalbrookdale during last year's IA tour.

TSONGAS CENTER SPONSORS ENGLAND & WALES IA TOUR. A second IA study trip to Gt. Britain, sponsored by the Tsongas Industrial History Center of the U. of Mass. Lowell, College of Education, is scheduled for July 10-22, 1996. Highlights include Manchester's textile industry, the Armely Mills Industrial Museum in Leeds, the Natl. Coal Mining Museum, Quarry Bank Mill at Styal, the Welsh Slate Museum, Gloddfa Ganol Slate Quarry, Llangollen Canal, Pontcysyllte Aqueduct, and Ironbridge and Coalbrookdale. The tour leader is Rob Shorland-Ball, former deputy director of the British Natl. Rwy. Museum in York. The program provides educators with 45 Mass. Professional Development Points toward recertification (may be transferable to other states) and the option of earning three grad. credits through the U. of Mass. Lowell. A fee of \$2,350 (single supplement not required) covers round-trip air fare from Boston, single room accommodations in Chester and Telford, all breakfasts, most dinners, ground transportation, admission fees, tour leadership, and all prepared materials. A nonrefundable deposit of \$150 is required by Jan. 30, 1996. Contact Dorrie Bonner, Tsongas Industrial History Center, Boott Cotton Mills Museum, 400 Foot of John St., Lowell MA 01852 (508-970-5080).

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

In 1996 the SIA goes to *Railroad Heaven*

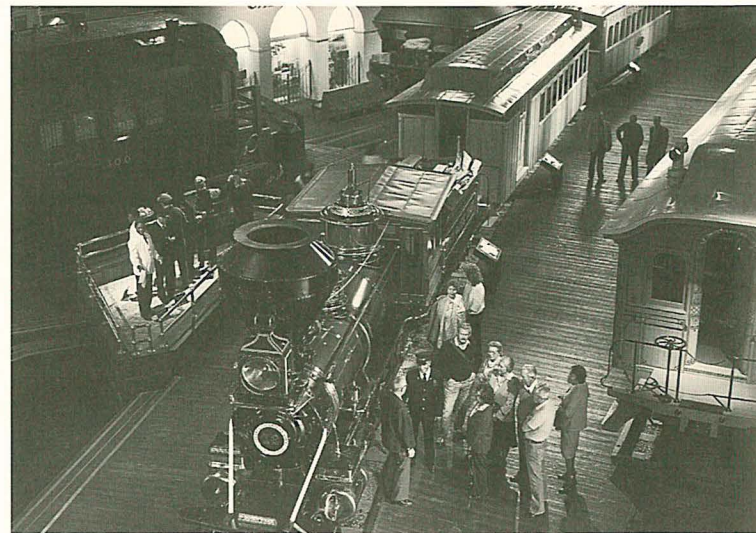
The spectacular collections of the California State Railroad Museum in Sacramento will be a high point of the 1996 SIA Annual Conference, when the museum co-hosts the 25th anniversary event May 30 through June 2. The Historic Knight Foundry in nearby Sutter Creek is the other co-host.

With over a half-million visitors annually, the CSRM—actually a museum complex—is the most-visited railroad museum in the world, says CSRM Foundation Executive Director Cathy Taylor. It has its origins in the 1937 founding of the Pacific Coast Chapter of the Railway & Locomotive Historical Society, which eventually donated 33 locomotives and cars to the Calif. Dept. of Parks & Recreation, forming the nucleus of the future museum.

The Museum's first facility, the Central Pacific Railroad Passenger Station, opened in 1976, followed in 1981 by the Museum of Railroad History. Steam-powered passenger service on the Sacramento Southern began in 1984, with the Central Pacific Freight Depot opening three years later. Railtown 1897 State Historic Park in Jamestown was added to the Museum complex during 1992, and the new Museum of Railroad Technology is planned for construction just south of Old Sacramento, along the route of Museum excursion trains.

CSRM includes six historic, reconstructed, and new buildings with 200,000 sq. ft. of exhibit space. The main Museum building—the Museum of Railroad History—is 100,000 sq. ft. It houses 21 meticulously restored locomotives and cars from the total collection of 105 in the complex. An additional 47 are displayed at Railtown 1897 State Historic Park.

Steam locomotives exhibited include the Virginia & Truckee No. 12 *Genoa*, restored to its 1902 appearance and displayed—inside the building—on a restored 1884 iron truss bridge; V&TRR No. 13 *Empire* (1870s); and the first and last steam locomotives of the Southern Pacific: No. 1, *C.P. Huntington*, a 4-2-4 originally



Above: Exhibited inside the California State Railroad Museum's Great Hall is North Pacific Coast RR No. 12 *Sonoma* (1876), last operated in 1940 and the finest existing example of a restored American Standard locomotive.

Below: Union Pacific No. 4466, built in 1920 by Lima, is the oldest coal-burning steam locomotive in regular service west of the Mississippi and pride of the CSRM's excursion service. Photos courtesy CSRM.



SIA AFFAIRS

SIA CALL FOR PAPERS. Proposals are still being considered for the 1996 Annual Conf. in Sacramento, and may include a paper (20 min.), panel (90 min.) or work-in-progress report (10 min.). Of particular interest are presentations on railroads, foundries, architectural manufacturing, mining, and industrial aspects of agriculture. Proposals should be limited to 250 words. For info., contact Kathy Taylor or Walter Gray, CSRM, 111 "I" St., Sacramento CA 95814 (916-445-7387, fax 327-5655, e-mail: jaharris@magi.com).

SIA CALL FOR NOMINATIONS. The SIA Nominations Committee is soliciting nominations from the membership in order to prepare a slate of candidates for the following offices: **Vice President** (2-yr. term, traditionally leading to election as President); **Director** (3 candidates for 3-yr. terms); **Nominations Committee** (1 candidate for 3-yr. term). Candidates must be members in good standing and have given their consent to be nominated. Members may offer their own names (which is encouraged) or others. Nominations must be submitted by **Feb. 15, 1996**, to Susan Appel, 307 N. Garfield Ave., Champaign IL 61821 (217-351-9059, e-mail: skappel@prairienet.org).

purchased as No. 3 of the Central Pacific, and No. 4294, sole survivor of the SP's 256 cab-forward engines and last steam locomotive purchased new by the SP.

SIA members may want to take advantage of research opportunities during their conference visit. CSRM library holdings include: over one million photographic images; 4,100 glass-plate and film negatives of builder's photos from the Pullman Co., 1880-1940; over 100,000 construction drawings and specifications from the Lima Locomotive Works; various archival holdings from the Atchison, Topeka & Santa Fe, Southern Pacific, Western Pacific, Central Pacific, and Southern Pacific; and a huge variety of other manuscripts, printed materials, ephemera, and copies of items from collections elsewhere. (Serious researchers should contact library staff in advance.)

For additional information about the conference in general, and CSRM in particular, contact Cathy Taylor, CSRM, 111 "I" St., Sacramento CA 95814 (916-445-7387, fax 327-5655).

CALENDAR

1996

Jan. 3-7: Society for Historical Archaeology Annual Conf., Cincinnati, Ohio. Paper sessions of IA interest: Material Culture Studies; The Built Environment: Houses & Landscapes; Mining & Lumber Towns: Ethnicity, Power & Consumption; Explorations into American Industry; and the Albert Gallatin Sawmill Site Excavation. Info.: SHA Regis., c/o Gray & Pape Inc., 1318 Main St., Cincinnati OH 45210, or Patrick Martin, SIA HQ, Social Sciences, MTU, Houghton MI 49931 (906-487-2113)

Jan. 20-27: SIA Study Tour to Panama Canal. Info.: 1-800-556-7896.

Mar. 23: 3rd Annual Winter Symposium, Three Rivers Chap. SIA, W. Va. Univ., Morgantown. Regional themes, including: trans., iron & steel, navigation & maritime hist., coal & coke, glass, social hist. Paper proposals due Jan. 31. Info. & proposals: Lee Maddex, Winter Symposium, WVU, Morgantown WV 26505 (304-392-3829, fax 293-2449, e-mail lmaddex@wvnm.wvnet.edu)

May 30-June 2: SIA 25th Annual Conference, Sacramento, California. Hosted by the Calif. State RR Museum and Historic Knight Foundry. Info.: Cathy Taylor, CSRM, 111 "I" St., Sacramento CA 95814 (916-445-7387, fax 327-5655). *See story in this issue.*

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

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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; fax 612-870-3660). E-mail to: frame003@maroon.tc.umn.edu.

NOTES & QUERIES

TERRA-COTTA QUERY. "I am seeking historical information on New Jersey's terra-cotta industry. I also am interested in terra-cotta factories in other parts of the U.S., which have been investigated by archeologists." Richard Veit, 4733 Larchwood Ave., Phila. PA 19143 (215-475-4731, e-mail: RVEIT@sas.upenn.edu).

ICE HARVESTING QUERY. William L. Leonard, P.E., is interested in corresponding with others familiar with the operations of the natural ice industry and ice harvesting. Leonard anticipates preparing technical papers on ice houses in the Poconos. Contact Leonard at 614 Leonard Lane, Tobyhanna PA 18466 (O: 717-895-7100, H: 717-894-4761).

CALL FOR PAPERS. The Three Rivers Chapter SIA invites proposals for the 3rd Annual Winter Symposium, Mar. 23, 1996, at the Mountainlair Student Union, W. Va. Univ. Themes include: transportation, iron & steel, navigation & maritime history, coal & coke, glass, and social history. Sessions are 25 min., including Q&A. Submit 100-word-or-less proposals by Jan. 31, 1995, to Lee Maddex, Inst. for the Hist. of Technology & IA, WVU, 1535 Mileground, Morgantown WV 26505 (304-293-3829, fax 304-293-249, e-mail: lmaddex@wvnm.wvnet.edu).

A ROSE BY ANY OTHER NAME IS NOT IA DEPT. Luther Dietrich [SIA] brings to our attention a novel IA item, the "Abraham Darby" rose. Rosarians would know the "Abraham Darby" as one of David Austin's New English Roses, released in 1985. According to the Wayside Gardens catalog, the "neatly cupped, apricot-yellow" beauty is "named for the Ironbridge Museum Trust after Abraham Darby, one of the great founders of the Industrial Revolution." If you'd like Mr. Darby flowering in your IA garden, specimens are \$12.95 each from WG, Hodges SC 29695 (800-845-1124).

CONTRIBUTORS TO THIS ISSUE:

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With thanks.

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