

# SOCIETY FOR INDUSTRIAL ARCHEOLOGY

## NEWSLETTER

Volume 25

Spring 1996

Number 1

### *Long Range Plan Unveiled for East Broad Top Railroad*



Gerry Kuncio photos

ABOVE: Narrow-gauge railroad trucks outside of the EBT machine shop.

TOP CENTER: The turntable and blacksmith shop, Machine shop and storehouse (L to R), viewed from the roundhouse.

The future of Pennsylvania's nationally significant East Broad Top RR (EBT), the last narrow gauge railroad east of the Rockies, is considerably brighter, but still uncertain, as the 1996 tourism season approaches. An ambitious 10-year plan would reopen the railroad's 33-mile-long main line and preserve the pristine shops in Orbisonia-Rockhill and many of the towns along the line.

Titled *Full Steam Ahead!*, the plan presents a blueprint "to restore the railroad as an unparalleled living history museum and engine for economic development." Prepared under the auspices of the Southwestern Pa. Heritage Comm., the plan calls for the establishment of a new nonprofit entity, the EBT Trust, to conserve the Natl. Hist. Landmark and develop it as a tourist and cultural attraction. The Trust would acquire the line and associated lands from the current owner and operate the railroad, oversee the immediate stabilization and eventual rehabilitation of the Orbisonia-Rockhill shops and

yards, as well as the repair and rebuilding of the line and rolling stock.

Under the plan, the Trust would undertake shop stabilization and redevelop the nine-mile "Valley Line" between Orbisonia and the northern terminus at Mt. Union. Operations would be leased to a private operator, who would offer daily round trips during tourist season, as well as tours of the shops. The "Mountain Line" between Orbisonia and the southern terminus at Robertsedale and Wood, which includes two tunnels and a number of bridges, would reopen in sections, with full operations in place by year ten.

The plan recommends that the revamped EBT become a partner organization in the Allegheny Ridge State Heritage Park, established in 1992 to preserve and interpret the heritage of iron- and steel-making, transportation, and coal mining. Currently centered around Johnstown and Altoona, the addition of the EBT would extend the park's boundaries

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1996 Annual Conference in Sacramento, May 30-June 2

# IA Heads West

**T**his year the SIA Annual Conf. will head west of the Rockies for the first time in the Society's 25 year history. The Calif. State RR Museum and the Historic Knight Foundry are co-hosting the Sacramento conference May 30 through June 2. The conference hotel is the Capital Plaza Holiday Inn, located at 300 "J" Street, Sacramento. If you have

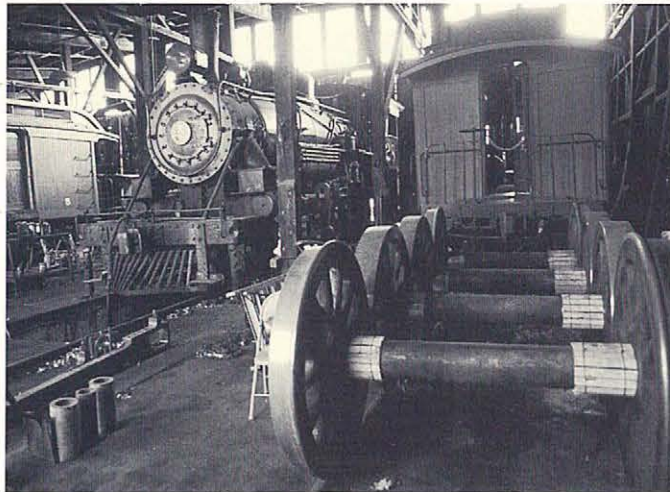
not received a conference packet with registration materials, one can be arranged by contacting, the Calif. State RR Museum, Attention SIA '96, 111 "I" Street, Sacramento CA 95814 (916-445-7387, fax 327 5655, e-mail: [csrmf@ns.net](mailto:csrmf@ns.net)).

There will be an "early bird" tour on Thur., May 30 to Jamestown to visit Railtown 1897 and the Sierra Railroad Shops. The tour will include a five-mile round trip on the Sierra Railroad, tour of the shop buildings and stops in Jackson and Sutter Creek. Also on May 30 will be an afternoon tour of historic sites in the Sacramento area including the State Capitol, Stanford Mansion, and Sutter's Fort. The day will end with a welcoming reception at the California State Library. The library has installed a special exhibit on California's industrial history for the conference.

Industrial process and historic site tours will be conducted Fri., May 31. Participants will have a choice of seven tours with each having a focus on a different industrial theme. Friday evening will conclude with the traditional "show and tell." Slide projectors and sound system will be available at the Calif. State RR Museum, so bring your slides and materials to share.

On Friday the Hydraulic Power and Mining Tour features stops in "Gold Country" including the Empire Mine, North Star Powerhouse and Malakoff Diggins State Historic Park. The Building Materials Tour visits Gladding McBean decorative terra cotta shops, Burnett and Sons wood planing company, Cal Sierra and Rocklin Granite.

The Industrial Agriculture Tour highlights Heidrick's Agricultural Equipment, Spreckel's beet sugar processing plant, the Hays Truck Museum, and the Towe Ford Museum. The Hops and



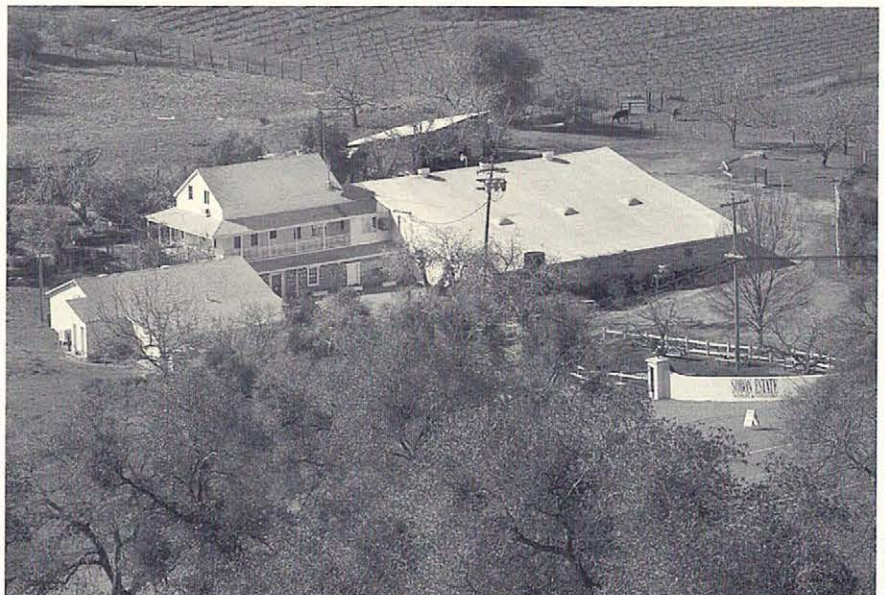
Duncan Hay photo

**ABOVE:** Sierra RR roundhouse and shops at Railtown 1897 will be part of the Thursday, May 30 early bird tour. Recently machined drivers await installation.

**BELOW:** Southern Pacific RR shops, Sacramento. Although this portion of the locomotive erection shop is retired, SIA tourgoers will see other sections of this huge complex in operation.



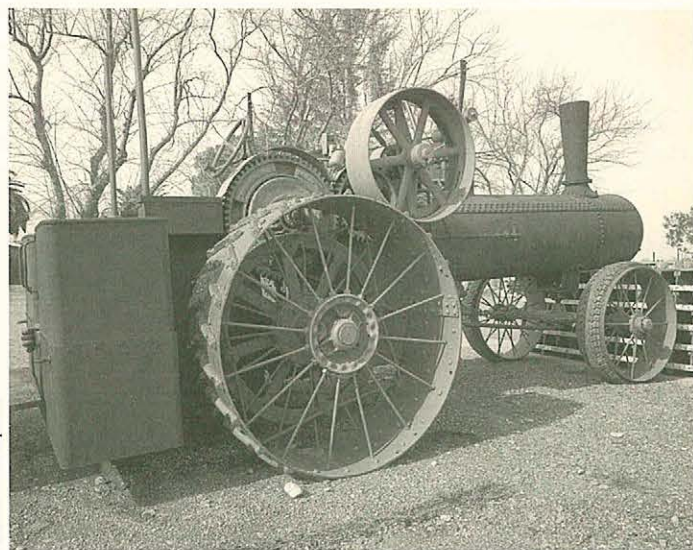
Duncan Hay photo



David Dawson photo

The Sobon Estate and Shenandoah Valley Museum in Amador County are stops on the Hops and Vines Tour. The building in the center is the home and wine cellar originally constructed by Adam Uhlinger in about 1860. The large building to the right houses the museum including equipment, tools, and other items of interest from the farms, vineyards and wineries.





*The 1910 Case Steam Tractor and the 1926 Tractor Powered Shovel are among the more than 200 pieces in the personal collection of Mr. Fred Heidrick of Heidrick Farms, Woodland, Calif. The collection will be open to conference participants who select the Industrial Agriculture Tour. Most of the mechanized agricultural equipment in the collection is more than 75 years old, and much of it has been restored to full working condition. There are steam powered threshers and tractors, and some of the earliest Holt and Best track-driven tractors that preceded the Caterpillar brand when it was founded in Stockton.*

Vines Tour goes to wine making at **Sobon Estate**, the remnants of hop barns at Sloughouse and the **Shenandoah Valley Museum** of antique tools and barrels. The Moving Experience: Transportation Past and Present Tour will look at over 100 years of transportation in Sacramento including tours of the **Southern Pacific Shops**, **Sieman's Duewag** for modern manufacture of light rail cars, and a ride of Sacramento's light rail system. The Bridges of Sacramento County Tour will feature the area's historic bridges.

Paper sessions will be conducted all day Saturday. The annual meeting will be held over lunch in the afternoon. There will be a dinner Saturday evening in the roundhouse of the Calif. State RR Museum. On Sunday the Hydraulic Power and Mining tour will be repeated for those who did not attend the tour on Friday.

We hope you will join SIA for the conference. See you in Sacramento! ■



From the President:

## A Note to SIA Members

**T**he past several years have been eventful ones for SIA. As you've probably noticed from recent mailings, we have a new institutional home at Mich. Tech. Univ., a new editor for the journal *IA* in the person of Patrick Martin, and beginning with this issue, a new editorial team, headed by Patrick Harshbarger, in charge of the *SIA Newsletter*.

We owe a great deal of gratitude to the institution and individuals who served these roles before – the Smithsonian's National Museum of American History (NMAH), and editors David Starbuck and Bob Frame.

The Div. of Civ. and Mech. Eng. at NMAH had been home to the SIA since the Society was founded in 1971. Room 5020, across the hall from Bob Vogel's office, was a workroom that opened into a warren of windowless offices, storage areas, and a cubby that SIA called home. Our headquarters consisted of a desk, three sets of steel shelving, three file cabinets, a section of map drawers, and piles of boxes. For many years, membership information was kept on cards, faithfully maintained by volunteers Claire Smith and Howard

Cayton. Addresses were stamped on metal plates that were fed through a clattering Addressograph machine to produce mailing labels. Routinely, on the Friday afternoon before quarterly board meetings, SIA officers, Washington area members, Smithsonian staffers, and anyone else we could rope in, would gather at Rm. 5020 to collate newsletters, meeting notices, calls for nominations, and what have you, stuff envelopes, and stick labels.

Changes at the Smithsonian made it necessary for SIA to find another home. We were not alone – the Society for the History of Technology (SHOT) and Association for Living History Farms and Agricultural Museums (ALHFAM) had to move out at about the same time.

SIA's headquarters operations moved to Mich. Tech. Univ. in the fall of 1993 (for details see *SIA* 23:1), but we have not severed ties with our original home and refuge. In May, 1994, we signed an agreement designating the Smithsonian Archives as official repository for SIA records. Rm. 5020 has been part of our identity for nearly a quarter century. Mail still goes there, despite our best efforts to inform

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# Oh, Ohio!

A wide range of industrial archeology experiences await those attending the 1996 SIA Fall Tour in Columbus, Oh. Current plans for Sept. 26-28, with an optional Sunday tour on the 29th, include food processing, brass stamping, steel forging and casting, civil engineering sites, extractive industries machinery, aircraft restoration and a ca. 1900 machine shop. Early 1800s grist and saw mill technology will be counterbalanced by hi-tech abrasives production.

The conference hotel is Columbus's **Great Southern (NR)**, a recently-restored 1896 luxury hotel. The opening reception on Thursday is scheduled for the **Berry Brothers Bolt Works**, an 1888 plant still using vintage bolt headers.

Friday's process tours will focus on Columbus, a city whose location on rail and highway routes gave it a substantial and diverse industrial base. Government is the area's largest employer today, but significant industries, both new and old remain. At one extreme are the diamond abrasives produced by **GE Superabrasives** in the suburb of Worthington. While actual production is highly guarded the firm will open their products-test-

ing laboratory. Nearby is **American Whistle**, which produces high quality police and sports whistles from sheet brass. **Anthony Thomas Candy**, a producer of fine chocolates, has agreed to an SIA visit, as has a 1915 machine shop with intact line shafting. Other possibilities include a hot metal shop, forging plant, and roller bearing facilities.

On Saturday tourgoers will head west to the Dayton area. First stop will be the **Miami Conservancy District's dam at Englewood**, the largest of five earthen dams constructed in the early 1920s. Stretching nearly a mile across the Stillwater River Valley, it is more than 110 ft. high and features innovative "hydraulic jump" spillways. Videos on the history of the district and its dams, constructed in the wake of a devastating 1913 flood, will be viewed on the buses during the hour trip from Columbus. Tourgoers will also head for the **U.S. Air Force Museum** repair shops at the **Wright-Paterson Air Force Base**, where museum artisans have had to relearn special technical processes like the riveting procedures used in the fabrication of Japanese Zeros during WW II. Negotiations currently are being held with Air Force

personnel to gain access to one of the historic wind tunnels at the base. After visiting Wright-Paterson, the buses will head for the **Staley Farm**, an early 1800s agricultural-industrial

*LEFT: The 1818 Staley Farm gristmill is Ohio's oldest known mill and retains its original Oliver Evans inspired equipment.*

*BELOW: The "hopper boy" in the upper level of the Staley gristmill was copied directly from an Evans drawing.*



Photo courtesy Ohio Historical Society



Photo courtesy Ohio Historical Society



complex, featured in *SIAN* in Sept./Nov. 1980. A remarkable survivor, the farm and industrial complex included a distillery, grist mill, and saw mill along with the usual farm activities. Clearly based on Oliver Evans' publications, the mills stand as left by the millers in 1905. The complex still is owned by the original family, who have agreed to host the Saturday evening banquet, a sumptuous pork dinner prepared by Old Order German Baptists. Following the meal, the buses will return to Columbus.

An optional Sunday tour will feature extractive industries in southeastern Ohio with a close-up look at the giant strip-mining shovel "Big Muskie," and visits to railroad sites, oil pumping fields, and a silica quarry.

For info: David Simmons, Ohio Hist. Soc., 1982 Vehna Ave., Columbus OH 43211-2497 (614) 297-2360. ■

D.S.



ABOVE: The flutter wheel remnants in the pit of the Staley sawmill are a rare surviving example of a once common water-power technology.

BELOW: Much to the delight of industrial archeologists, the Staley family never threw anything away. These copper stills and barrels from the distillery can be recognized in an early drawing of the operation.



From the President:

## A Note to SIA Members

(continued from page 3)

folks of our new addresses. Helena Wright and David Shayt have taken on the unofficial task of making sure that correspondence and inquiries get routed to someplace where they will get answered.

David Starbuck, who edited *IA* since 1983, wrapped up his tenure last year with the special double issue on *IA* of the *Granite State* (20:1&2) and handed the editorial reins over to Pat Martin. As the longest serving editor of *IA*, David has left a lasting mark on the character of academic discourse on North American industrial archeology.

Meanwhile, Bob Frame, the stalwart editor of this newsletter since 1983, asked the board to help find a replacement. For thirteen years Bob has done a terrific job of gathering text and photographs, editing material, adding to it when necessary, doing all of the layout, dealing with the printer, and coping with the ever shifting sands of U.S. Post Office regulations.

Bob's accomplishments are all the more remarkable when you realize that he has performed almost all of these tasks single-handedly, in remarkably good humor, with nothing more from the *SIA* than a \$300 stipend per issue to cover his expenses and our profound appreciation and thanks. Recognizing the importance of *SIAN*, a new editorial team led by Patrick Harshbarger stepped forward with an offer last fall to take on the newsletter's production.

With all of these changes, this seems to be the appropriate time for the Society to thank our previous editors and institutional home and welcome their successors.

The *SIA*'s 25th annual meeting will be in Sacramento, Ca., May 30-June 2, 1996. This will be the first time that *SIA* has held its annual meeting west of the Rockies. (The 1983 meeting in Minneapolis-St. Paul was the first one west of the Mississippi, if ever so slightly.) This is an exciting prospect – there is great *IA* out there and the conference organizers at Ca. State RR Museum and Historic Knight Foundry have put together tours that include gold mining, hydroelectric power, industrialized agriculture, and manufacture of architectural products including terra cotta, stone, ironwork, and lumber on a grand scale. Of course, there will be railroads – opportunities to go behind the scenes at what is arguably the finest railroad museum on North America, tours to the vast Southern Pacific shops nearby, and a special early-bird tour to the Sierra Railroad at Jamestown in the Mother Lode.

Things have changed a lot. Membership information now resides on the treasurer's computer; stuffing, labeling, and mailing *IA* and *SIAN* are handled by the printers. Nonetheless, *SIA* remains an all volunteer organization with no paid staff. Conference organizers, board members, editors, and authors who contribute to *IA* and *SIAN* all do what they do because they care deeply about industrial heritage and the Society and because they want to share their work and interests in their own locality or subject area with the rest of our members.

As you've probably guessed by now, this is leading up to a pitch to encourage greater participation in the affairs of the *SIA*. Contribute articles for the journal and newsletter, work with your neighbors to sponsor an annual conference or fall tour, run for office. We need them all. The *SIA* has always benefitted from a dedicated core of active members. That group is by no means exclusive. Please join in and take a more active role in the national society or your local chapter. If you've been holding back, waiting to be asked, consider yourself asked.

Duncan Hay, President





The ice carries away two spans of Harrisburg's 1890 Walnut St. Bridge.



A cast-iron connecting piece of the Walnut St. Bridge is wrapped around the railing of the Market St. Bridge.

## ***Ice Claims Part of Pennsylvania Historic Bridge, Oregon Bridges Survive Floods Undamaged***

**T**he late Jan. flood and related ice floes on the Susquehanna River at Harrisburg, Pa. claimed three spans of the 1890 Phoenix-column Walnut St. Bridge (NR), a 14-span Baltimore truss. Two west channel spans were carried away by the ice and smashed against the Market St. bridge downstream. A third span racked during the flood collapsed into the river on February 20th as plans were under way to have it demolished. Little was salvageable.

The Walnut St. Bridge was one of the longest and largest Phoenix-column bridges in the country. Most of its 14 spans are 175' long and have four-section columns, but three spans are 240' long and have six-section columns. The longer spans are over the east channel between City Island and downtown Harrisburg.

The Phoenix column is a built-up cylindrical section made by bowing the web of channels and then riveting them together along the longitudinal flanges, which serve as stiffeners. It was patented in 1862 by Samuel Reeves of the Phoenix Iron Co., Phoenixville, Pa. An ideal compression member, the wrought-iron Phoenix column was as important as any detail in the promulgation and acceptance of metal-truss bridges. Reeves also patented the design of the cast iron connecting pieces. Based in large part on the success of its Phoenix column, the Phoenix Iron Co. went on to become one of the largest producers of structural metal in the nation, dominating the railroad-bridge market in the 1870s before beginning to market their designs for highway use in the 1880s.

Damaged by floods following Hurricane Agnes, the Walnut St.

Bridge closed to vehicular traffic in 1972. The Pa. Historical & Museum Comm. worked with PennDOT to rehabilitate the bridge for pedestrian use, and it had become an important element in Harrisburg's downtown revitalization efforts. According to PennDOT, the fate of the remaining spans is "up in the air" until subaqueous and in-depth structural inspections of the entire bridge are completed.

While Pennsylvania suffered heavy winter snows and flooding, Oregon's many historic bridges were also threatened by Feb. floods and mudslides. Fortunately, all escaped undamaged. It was touch-and-go in Portland, where water lapped at the bottom chord of the **Steel Bridge**, a double deck, through-truss, vertical-lift bridge built in 1912, but aside from being closed to all traffic for a week, it escaped undamaged. According to Sharon Wood [SIA], flooding occurred in the industrial area of Portland north of the Steel Bridge where there is no sea wall. None of the state's covered wood truss bridges were lost, nor were any of the C.B. McCullough-designed spans.

There were many mud slides, including a dramatic, 2-mile-long slide at Dodson in the Columbia River Gorge, described by a resident as "a cross between a locomotive and a bomb." The slide closed I-84, but did not damage any structures related to the **Columbia River Highway**, a civil engineering landmark. There was damage to the roadway from other slides and washouts, but it is anticipated that the highway will be repaired and reopened by summer. ■

M.E.M.



June 17 – July 1, 1997

## SIA Study Tour of Scotland

On the heels of the successful England/Wales and Panama Canal Study Tours, SIA announces the 1997 SIA Study Tour of Scotland. Beginning June 17, 1997 in Edinburgh, we will tour the landmarks of Scottish industrial heritage for a fortnight ending in Glasgow July 1. The breadth of industrialization over this rugged landscape offers a wealth of historic sites for the IA traveler: traditional trades such as the cotton, jute, paper, and woolen industries; a long history in the heavy industries of coal and iron ore mining, and iron, steel, and aluminum production; a transportation network of docks, canals and railways connected by some impressive harbor and river bridges; and of course the world famous scotch whiskey distilleries and breweries.

Beginning in the capital city of Edinburgh and the neighboring port of Leith, highlights include the **Granton and Leith docks**, breweries and distilleries, the **Royal Museum of Scotland**, and a cruise on the Firth of Forth. Nearby a tour is planned of the **Scottish Mining Museum's** Cornish pumping engine at Newtongrange, site of a coal mine worked by monks as early as 1184. Other Edinburgh options include Forth Bridges and Andrew Carnegie's birthplace at Dumferline, and a look at the linen, glass, tanning and oil refining industries.

Inland sites include the **Selkirk Woolen mills**, **Biggar gasworks**, and the c.1786 **New Lanark cotton mills**. Moving up the North Sea coast the tour visits the **Camperdown jute works**, River Tay bridges, and docks at **Dundee**, and then explores "Granite City" of **Aberdeen**, with its single-cylinder **Garlogie beam engine**. The region of the River Spey offers its whiskey distilleries and Thomas Telford's

impressive **Craigellachie Bridge**, plus views of the **Strathspey steam railway**, **Laggan Dam**, **Caledonian Canal**, and **Lochaber Aluminum Works**. The tour concludes with three days in the manufacturing city of **Glasgow**, featuring mills, motor works, shipyards, and sugar refineries.

The tour will be organized and led by Mark Watson, an industrial heritage specialist with Historic Scotland, and a contributor to Barrie Trinder's *Blackwell Encyclopedia of Industrial Archeology*. Cost have not been finalized, but will include ground transportation, hotels, most meals, and museum fees. Airfare to Scotland is separate. A tour announcement will be mailed in September for this 42-member tour, and will ask for early reservations secured by deposit. For additional information, Christopher Marston, HABS/ HAER, Box 37127, Washington DC 20013-7127 (202-343-1018; e-mail: [christopher\\_marston@nps.gov](mailto:christopher_marston@nps.gov)) or Henry Rentschler, Box 962, Paoli PA 19301 (610-644-5343). ■

C.M.

LEFT: Hydraulic crane at the **Leith Albert Dock (1869)**, Edinburgh.

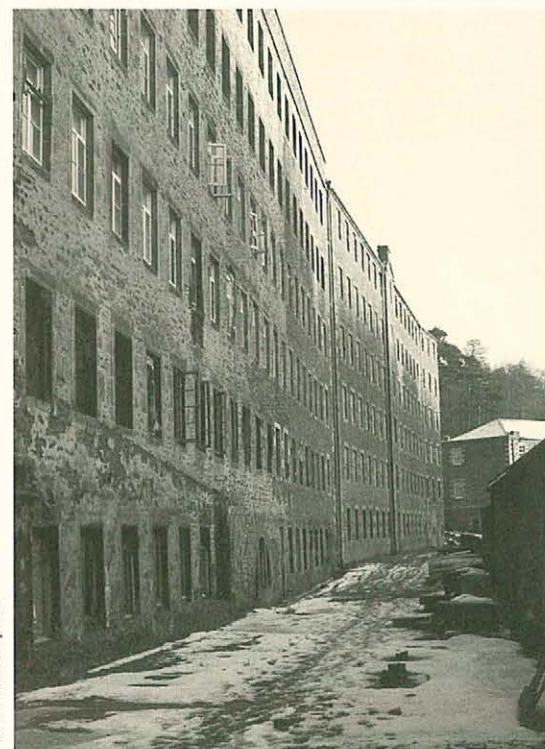
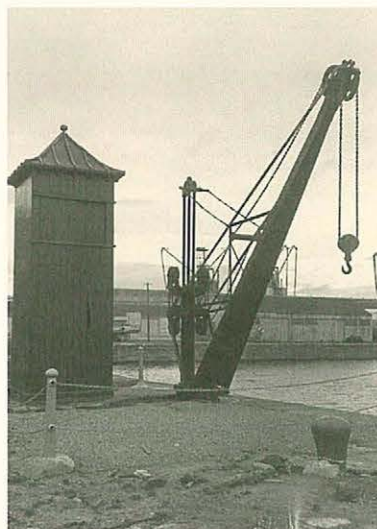
BOTTOM LEFT: **New Lanark Mills 2 & 3 (1786/1826)**. David Dale and Robert Owen's cotton enterprise was once the largest in the world. Water-powered mule spinning was first introduced here in 1792.

BOTTOM RIGHT: The **Dangerfield Mill (1873)** in Hawick features a complete woolen spinning plant with Platt Brothers mules.

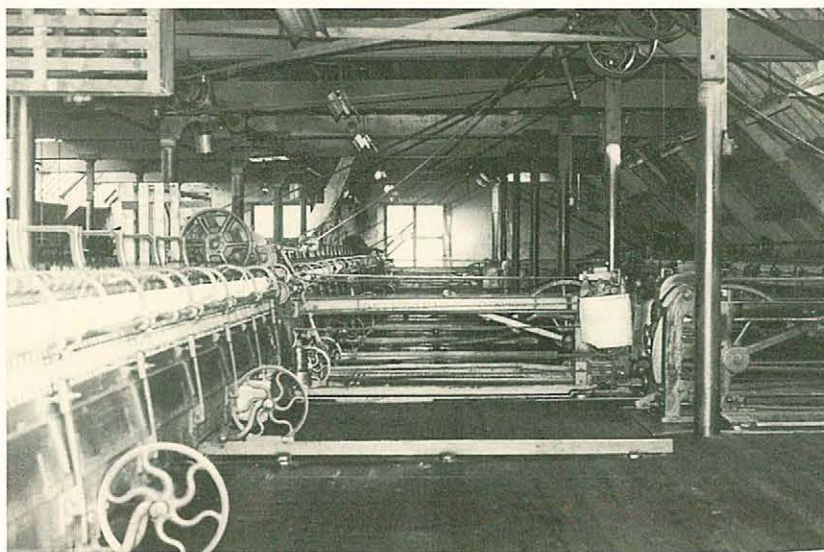


The **Linthouse Marine Engine Works (1872)**, has been relocated to the **Scottish Maritime Museum, Irvine**.

Mark Watson photo



Mark Watson photo



Mark Watson photo

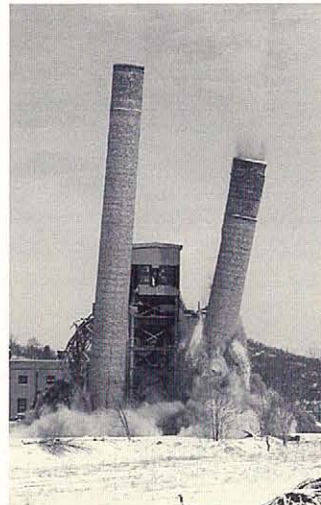


# Cumberland's Kelly-Springfield Tire Plant Demolished

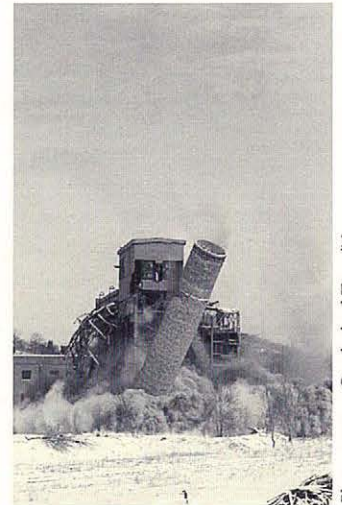
**T**he 84-acre factory of the Kelly-Springfield tire company at Cumberland, Md. is slated for selective demolition. Closed since 1987, the vacant buildings were made available for an architectural salvage walk-through in October. Little was salvaged but personal mementos. On February 3 the power plant's 250-ft. twin smokestacks were destroyed. The major buildings of the local landmark now quietly await award of the pending demolition contract. The site is proposed for an industrial park.

An innovative leader in the field of tire design and production, Kelly-Springfield had horse and buggy beginnings. The clattering of carriages on cobblestones was softened in 1894 when blacksmith Arthur Grant, backed by Edwin Kelly, wrapped strips of rubber with embedded strands of wire around carriage wheels. Immediately in demand for providing, safety, quiet and comfort, 15,000 handcrafted tires were produced monthly by 1897 at the Kelly-Springfield plant at Springfield, Oh. In 1906, responding to the potential of the emerging automobile market, Grant and Kelly began manufacturing of molded-tread pneumatic tires for passenger cars. In 1910 they introduced the reinforced block tire for truck use. By 1915, Kelly-Springfield was producing 50% of the tires on American trucks.

Manufacturing at Cumberland, was proposed in 1916, when the city guaranteed \$750,000 and free land. The first bias-ply tire was pulled from its mold at the Cumberland factory on April 1921. Kelly-Springfield consolidated all aspects of manufacturing at the 39-building brick factory site that sits in the flood plain of



*The Kelly Springfield factory's 250-ft. twin smokestacks came tumbling down in February.*



*Photos courtesy Cumberland Times/News*

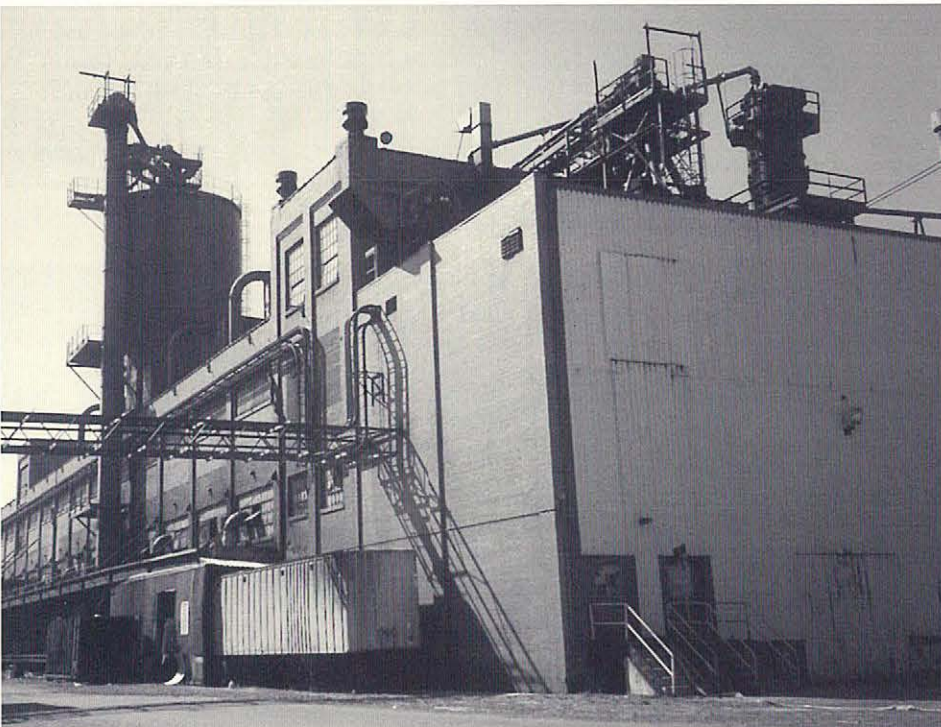
the Potomac River at the "big bend," adjacent to tracks of the Baltimore & Ohio RR.

In 1935 Goodyear Tire and Rubber purchased Kelly-Springfield and ran it as a wholly-owned subsidiary. Unionization followed in 1937. World War II caused major retooling for the plant to produce .50-caliber ammunition and 8-inch shells. Tire production resumed in the autumn of 1943.

At the end of the war, the plant and its production line were revamped for the anticipated demand in passenger bias-ply tires. In 1976 employment peaked at 2,973 workers.

The precipitous downturn began in the early '80s, due to the plant's commitment to bias-ply tires at a time when demand for radials was strong. In 1984, the employees voted for a "give-back" five year contract. Two years later, Goodyear was under pressure from a stock takeover. Subsequent corporate reorganization in late 1986 closed the Cumberland facility, as well as another in New Toronto, Ont. At closing, equipment was removed for use at a plant at Fayetteville, N.C. Workers dismantled machinery they had used for decades, in a plant where their fathers had worked a lifetime. ■

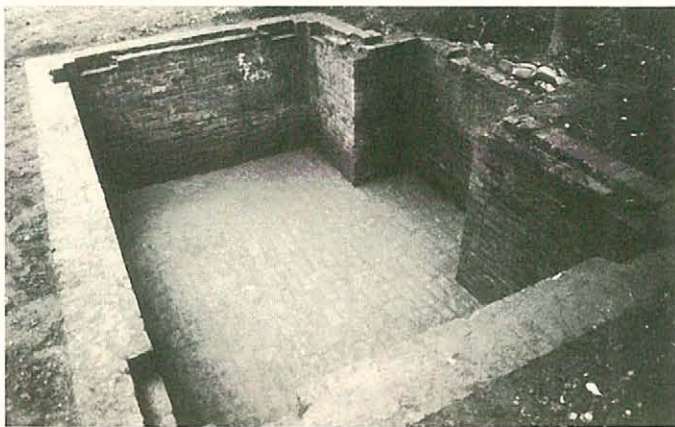
A.W.



*Med Collins, photo*

*The Kelly Springfield tire factory in Cumberland silently awaits demolition.*





Remains of the Cherry Valley weighbridge.

## Weighbridge Unearthed

An archeological crew from Youngstown State Univ. under the supervision of John White has undertaken the mapping and excavation of the Cherry Valley Coke and Ironworks in Leetonia, Oh. Originally established in 1866 as the Leetonia Iron and Coal Co., the operation covered some six hundred acres and included blast furnaces, coal mines, stables, and multifarious support structures and outbuildings. The

only extant features remaining above ground are the four parallel rows of beehive coke ovens (NR), among the earliest and best preserved examples in the US. Last fired up in the early 1930s (except for a brief commemorative firing of three of the ovens for the 100th anniversary in 1966), the nearly two hundred ovens are now part of the Cherry Valley Arboretum.

Archeological fieldwork in 1994 concentrated on the excavation of what was determined to be the remains of a weighbridge. This relatively small, subterranean brick structure was full to overflowing with erosional soil and refuse dumped into it since its abandonment nearly 60 years ago. In the very bottom of the remains were found the slotted weights and the heavy cast iron weight arms or beams that supported them. The scale served to weigh the incoming raw coal and the outgoing coke loads. Fieldwork has also begun on the stone foundation of what appears to have been the structure housing the coal crusher, a machine used to break up the large chunks of raw coal into coking size. ■

J.W.

## Long Range Plan Unveiled for East Broad Top Railroad

(continued from page 1)

south and east into Huntingdon County. Redevelopment would not come cheap. The plan puts a \$46 million price tag on capital investment, exclusive of acquisition costs, over the ten year period. Thirty million has been authorized as part of the Capital Redevelopment Assistance fund of the State Capital budget. The money, however, is yet to be appropriated, and would need to be matched by non state funds. The remainder would be raised through grant programs and public and private giving.

The plan was prepared with the cooperation of the EBT-Rockhill Coal Co., the organization responsible for the preserva-



Empty EBT coal cars poised outside of the freight office, as if awaiting coal.



EBT machine shop and maintenance pit, with engine no.12 in the background.

tion of the rail line and shops. The owners, Joseph and Judy Kovalchick, and General Manager Stanley Hall are currently considering whether to open the EBT for 1996, with finances the chief concern.

The EBT, one of the earliest narrow-gauge lines, was founded in 1871 by Rockhill Iron & Coal to haul coal, iron, and timber between the Broad Top coal fields and the PRR junction at Mt. Union, Pa. The EBT operated passenger service until 1954 and freight until 1956, when the line and its shops were closed. The following year the EBT was purchased by Kovalchick Salvage. Under Kovalchick's father's stewardship, the EBT began tourist operations in 1960. The five-mile steam excursion, a favorite of railfans, has been in jeopardy in recent years due to mounting losses. Fund-raising efforts by Friends of the East Broad Top and an infusion of capital from the SW Pa. Herit. Pres. Comm. helped the Kovalchicks' open for the 1995 season.

The shops and yard, among the most complete in North America, are little altered from their condition in 1900, and include all the steam-powered, belt-driven equipment necessary to maintain locomotives and cars, and a brick-and-fieldstone, eight-stall roundhouse with "armstrong" turntable. Years of neglect have taken a toll on the predominantly timber frame buildings.

Full Steam Ahead is \$15 from SW. Pa. Herit. Pres. Comm, Box 656, Hollidaysburg PA 16648 (814-696-9380). ■

G.K



From the Editor:

## New SIA Newsletter Team

**T**his issue of SIAN is the first produced by a new editor and editorial team appointed by the Board of Directors last December. The group includes Patrick Harshbarger, editor; Robin Bodo, Gerry Kuncio, Mary McCahon, Joe Macasek, and Arleen Weinstein, all of whom live and work in the Pa.-N.J.-Del. area. All have volunteered to assist with the work.

The team will build on the high standards that are the hallmark of past editors. SIAN will continue "SIA Affairs" including recaps of Society and chapter tours, conferences, and other activities; "Notes and Queries," containing research requests, and notices about exhibits, grant programs, study tours, meetings, and research collections; reports on the preservation and study of IA; a calendar of events related to IA; and the familiar "Publications of Interest" insert. While no major format changes are planned, we will seek new features and columns. Additionally, we will continue to look at costs to determine where savings can be made, especially in computerization and printing.

To keep on the quarterly schedule, the group will set deadlines



SIAN team member Robin Bodo and new editor Patrick Harshbarger work on the newsletter at a recent Oliver Evans Chapter meeting.

and divide the work among themselves. Patrick Harshbarger will be chief editor. Others will be writing, editing, and following up on articles and news stories. Joe Macasek will do the layout with text and photographs. Past editors of the newsletter continue to act as reviewers.

As a means of "getting the word out," the newsletter necessarily relies upon the eyes and ears of the membership. The group encourages members to contact the editor about an article on a newsworthy topic or site. We encourage you to send in letters, notices, photographs, newspaper clippings, and other items. Only in this way can SIAN continue to reflect the diversity of subject matter and geography that is IA. ■

P.H.

## ADDRESSES

**I**n addition to being an all volunteer organization, SIA is somewhat decentralized with no single point of contact. The following list should help direct your mail and questions.

**Membership & Dues** Nanci K. Batchelor, SIA Treasurer  
c/o Withum, Smith & Brown  
100 Overlook Center  
Princeton NJ 08540

**SIA Newsletter** Patrick Harshbarger, Editor SIAN  
news items, notices of Box 45  
upcoming events & Toughkenamon PA 19374-0045  
conferences, &c. Phone: 610-268-3899  
FAX: 215-752-1539  
e-mail: Phsianews@aol.com

**IA: The Journal of the Society for Industrial Archeology** Patrick Martin, Editor IA  
articles, book reviews, Department of Social Sciences  
advertisements; Michigan Technological University  
Headquarters, sale of 1400 Townsend Drive  
publications and back Houghton, MI 49931-1295  
issues of IA & SIAN Phone: 906-487-2070  
FAX: 906-487-2468  
e-mail: pem-194@mtu.edu

**Society business, other general information, gripes, &c.** Duncan Hay, SIA President  
(through May, 1996)  
Northeast Museum Services Center  
c/o Boston NHP  
Charlestown Navy Yard, Building I  
Charlestown MA 02129-4543  
Phone: 617-242-5613  
FAX: 617-242-5686  
e-mail: duncan\_hay@nps.gov

## Field School in Industrial Archaeology Michigan Technological University

**T**he 1996 course in Field Archaeology at Mich. Tech will be offered from June 4 through July 11. It will provide a full range of training in methods and techniques, including survey, excavation, photography, mapping and data recordation. Students will participate in a new research project at the **Carp River Forge** site near the town of Negaunee, Mich.

The Marquette Iron Range was first recognized in 1844 when government surveyors realized that their magnetic instruments were not working and the survey crew collected iron-rich specimens from the Teal Lake area. The first mining company, the Jackson Mining Co., filed for an exploration permit in 1845 and constructed a bloomery forge that produced its first bar iron in 1848. Over the next seven years, the Carp River Forge generated something under 1000 tons of finished bar iron before the region's mines shifted to shipping ore to distant smelters and the forge shut down.

The forge site is now a key part of the Mich. Iron Industry Museum. As such, it has been the focus of a preliminary archaeological study in the early 1970's. Even so, the site's potential for technological information and public interpretation has barely been tapped. The 1996 Field School will expand the knowledge base through site survey and excavation of selected features.

The instructors for the course are Dr. Patrick E. Martin and Dr. David B. Landon. The course is available for either undergraduate or graduate credit. Guest student status is available for any student in good standing at their home university. Tuition is \$92/credit for Mich. residents, \$213/credit for non-residents. Housing will be subsidized, although final arrangements are not yet made. Contact Patrick E. Martin, Dept. of Social Sciences, MTU, Houghton MI 49931 (906 487-2070; fax 487-2468; e-mail: pem-194@mtu.edu) ■



## NOTES & QUERIES

**Ithaca, NY Shows Off Its Metal Truss Bridges.** Historic Ithaca, Inc. held a two-day "Spans of Time" conference last October featuring Tompkins County's 20 historic metal-truss bridges. The goal of the conference was to provide a forum for local communities working with their old bridges. Historians, preservationists, consulting engineers, county officials, and community activists gathered to discuss the topics of bridge history, design, replacement, rehabilitation, engineering, maintenance, and adaptive re-use. The conference concluded with a tour of the bridges of Tompkins County. The tour also stopped at the site of the former **Groton Iron Bridge Co.**, an important regional fabricator of metal-truss bridges. Proceedings will be published as "A Practical Look at Historic Metal Truss Bridges in the Modern World" available from Historic Ithaca, Inc., The Clinton House, 120 N. Cayuga St., Ithaca NY 14850 (607-273-6633).

**Call for Papers.** The American Society for Environmental History (ASEH) invites paper proposals for its Mar. 5-9, 1997 biennial meeting in Baltimore. The theme is "Government, Science, and the Environment." Proposals should address the role of government and/or science in environmental affairs. The proposal deadline is August 1, 1996. For more info contact Jeffrey Stine, Program Chair, NMAH, MCR 629, Smithsonian Institution, Washington DC 20560.

**Sesquicentennial Celebration of the Pennsylvania RR.** A number of Pa. museums and RR history organizations have joined together to commemorate the 150th anniversary of the PRR. A reenactment of the signing of the PRR charter is set for Apr. 13 at the State Capitol Rotunda in Harrisburg. On Apr. 17, a gala will be held at the dedication of the PRR clock at the Amtrak Station in Lancaster. An exhibit, Trains and Trolleys, will run at the Atwater Kent Museum in Phila. from April to Oct. "Pennsylvania Railroad Days" will be held at the RR Museum of Pa. in Strasburg on June 8-9, and "Altoona Railfest '96" will take place at the Altoona Railroaders Memorial Museum, Oct. 5-6. For more information, contact the RR Museum of Pa., Box 125, Strasburg, PA 17579 (717-687-8628).

**HAER Summer Recordation Projects.** HAER anticipates a full summer recording program for 1996. As of March likely projects include Grand Coulee Dam and Powerplant, Wash.; Broughton Lumber Mill and Flume, Wash.; C&O Canal Aqueducts, Md.; Johnstown-Mon. Valley incline planes, Pa.; highway bridges in Iowa and Texas; and NPS roads and bridges including Skyline Dr., Shenandoah NP, Va.; Blue Ridge Pkwy., Va.-N.C.; Great Smokey Mountains NP, Tenn.-N.C.; White Bridge, Vanderbilt Mansion NHS, N.Y.; and Rock Creek Park, Washington DC. The HAER Maritime Documentation Program anticipates projects including the *USS Olympia*, Philadelphia, Pa., and the schooner *Evilina Goulart*, Mass.

**Wanted - Good Home.** The A. D. Joslin Manuf. Co. at Manistee, Mich., wishes to donate to a museum or other similar institution for removal a 1906 **Sheridan Scissor Action, Overhead Belt-Driven Punch Press.** The press is in excellent condition. Moreover, it does not make any noise when not running. Contact Norman Ware at A. D. Joslin (616-723-3581).

**Information on the Air Reduction Co.** Information is sought on the Air Reduction Co. and its pre-WW I operations at Emeryville, Calif., and other factories in the U.S. The company



Patrick Harshbarger photo

**Eric DeLony, Chief of the Historic American Engineering Record, points out the unusual iron-rail upper cord of the Groton Iron Bridge Co.'s 1876 patented bowstring truss bridge. The truss has been preserved in a small park near the site of the company's shops in Groton, N.Y.**

produced liquid oxygen and acetylene. Of particular interest are plans of typical process layouts and labor and skill requirements. The Air Reduction Co. absorbed the Superior Air Co. in 1916, so information about that company would also be useful. Reply to Penny Niland, 206 Monte Vista Ave., Oakland CA 94611 (510) 655-9152.

**The Great Dorset Steam Fair.** Robert Vogel, past SIA president and former newsletter editor, writes to remind SIA members that this "wonderful event is worth a trip to England all by itself." The fair is scheduled from Aug. 28 to Sept. 1. at the 500 acre site at Tarrant Hinton, near Blandford Forum, Dorset. The world-famous fair features one of the largest collections of steam and vintage equipment seen anywhere and has a devoted following. A copy of the fair's brochure with information on ordering tickets can be had by contacting the SIAN editor.

**Steam-Powered Logging Equipment Query.** Tahoe National Forest archeologists are seeking information regarding steam-powered logging equipment as part of a salvage project evaluating sites damaged by logging. (continued on page 12)

## Student Scholarship Fund

Since being established in 1990 in memory of Howard Cayton, long-time SIA member and volunteer, the student scholarship fund has helped over 20 students and young professionals attend SIA's annual conferences. The 1995 scholarship recipients were R. Scott Baxter, a first-year master's student at the Univ. of Nev., Reno, and Bodie Morin, a second-year graduate student in the Program for Industrial Archeology at Mich. Tech. Univ. Both recipients gave papers at the Baltimore conference. Baxter presented the history of Standard Oil's 1908 Rio Bravo, Ca. pumping station camp, while Morin discussed how mass production changed Birmingham, Alabama's Stockham Pipe & Fittings foundry in the 1920s.

The participation of more students and young professionals is vital to the growth and continuance of SIA, however, the fund is getting low. The scholarship committee is working to increase the fund in order to expand its awards to students and young professionals with a demonstrated interest in IA. The committee is soliciting donations from the corporate community and local chapters, and invites the general membership to contribute.

Please forward donations marked "scholarship fund" and payable to SIA to Treasurer, SIA c/o Withum Smith & Brown, 100 Overlook Center, Princeton NJ 08540-7814.

For information about the student scholarship committee, contact Mary McCahon, 332 E. Union St., Burlington NJ 08016-1719; (215-752-2206, fax 752-1539). ■



## CALENDAR

1996

**May 30-June 2:** SIA 25th Annual Conf., Sacramento, CA. Hosted by the California State RR Museum and Historic Knight Foundry. Info.: CSRM, 111 "I" Street, Sacramento CA 95814 (916-445-7387, fax 327-5655, e-mail: [csrmf@ns.net](mailto:csrmf@ns.net)).

**June 6-9:** Mining History Assn. Annual Conf., Rossland, B. C. Meetings in the restored Western Federation of Miners Hall. Tours include the Le Roi mine, operated by the Rossland Historical Museum. Info.: Mining History Assoc., Box 150300, Denver, CO 80215.

**August 1-4:** Society for the History of Technology (SHOT) Annual Meeting, London. Info.: Julia Law, Science Museum, Exhibition Road, London, U.K. SW7 2DD (+44 171-938-8076, fax +44 171 938-8050, e-mail: [jlaw@nmsi.ac.uk](mailto:jlaw@nmsi.ac.uk)).

**September 26-28:** SIA Fall Tour, Columbus, Ohio. Info.: David Simmons, Ohio Hist. Soc., 1982 Velma Ave., Columbus, OH 43211-2497 (614-297-2360).

1997

**March 5-9:** Biennial Meeting, American Society for Environmental History, Baltimore. Info.: Jeffrey Stine, NMAH, MRC 629, Smithsonian, Washington, DC 20560 (fax 202-357-4256).

**June 17-July 1:** SIA Study Tour of Scotland. Info.: Christopher Marston, HABS/HAER, Box 37127, Washington DC 20013-7127 (202-343-1018; e-mail: [christopher\\_marston@nps.gov](mailto:christopher_marston@nps.gov)) or Henry Rentschler, Box 962, Paoli PA 19301 (610-644-5343).

### CONTRIBUTORS TO THIS ISSUE

John Bennett, Hollidaysburg PA; Robin Bodo, Dover DE; Mel Collins, Cumberland MD; Eric DeLony, Washington DC; Ed Franquemont, Ithaca NY; Duncan Hay, Charlestown MA; Joseph Kovalchick, Indiana PA; Gerry Kuncio, Pittsburgh PA; Joe Macasek, Morristown NJ; Christopher Marston, Washington DC; Pat Martin, Houghton MI; Mary McCahon Burlington, NJ; David Simmons, Columbus OH; Cathy Taylor, Sacramento CA; Arleen Weinstein, Philadelphia PA; John White, Youngstown, OH.

*With thanks.*

Department of Social Sciences  
Michigan Technological University  
Houghton MI 49931-1295

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## SIA AFFAIRS

**1996 Conference Travel Scholarship Avail.** The Society has limited funds available to help full time students and professionals with less than three years of full-time experience attend the annual conf. at Sacramento, Ca., May 30-June 2. Those interested should submit a concise letter outlining their demonstrated interest in and commitment to the field of industrial archeology or a related field and one letter of reference to Mary E. McCahon, SIA Scholarship Committee, c/o A. G. Lichtenstein & Assoc., One Oxford Valley Mall, Suite 818, Langhorne, PA 19047 (215-752-2206, fax 215-752-1539). Notice of awards will be made by May 15. ■

## NOTES & QUERIES

(continued from page 11)

aged by the Crystal and Cottonwood Forest Fires of 1994. The railroad logging began in the 1870s following construction of the Central Pacific Railroad, and flourished until the 1930s. Common features of railroad sites include seasonal camps of 20-50 men, small blacksmith/repair stations, and small working stations in the outlying hills. Sadly, trestles and log flumes that still existed prior to the fires are now only a memory. Information is requested on such items as portable sawmills, donkey engines (hoisting equipment), and railroad logging equipment. Technical drawings and/or references to such drawings would be most appreciated. They have plenty of photos! Please reply to Robert McQueen and Kelly Dixon, Tahoe National Forest, 10342 Highway 89 North, Truckee CA 96161 (916-582-8095). ■

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; full-time student \$20; institutional \$40; contributing \$60; sustaining \$125; corporate \$250. Send check or money order payable in U. S. funds to the Society for Industrial Archeology to Treasurer, SIA c/o Withum, Smith, & Brown, 100 Overlook Center, Princeton, NJ 08540-7814. All other business correspondence should be sent to SIA-HQ, Dept. of Social Sciences, Mich. Tech. Univ., 1400 Townsend Dr., Houghton MI 49931-1295.

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

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**TO CONTACT THE EDITOR:** Patrick Harshbarger, Editor, *SIA Newsletter*, Box 45, Toughkenamon PA 19374-0045; (610)268-3899; fax (215)752-1539; e-mail: [phsianews@aol.com](mailto:phsianews@aol.com).

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