

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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Number 1

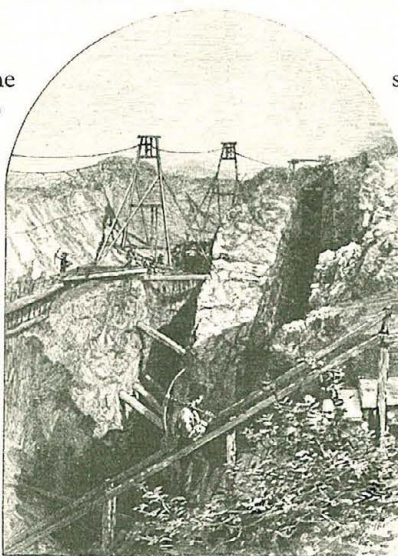
ANNUAL CONFERENCE

HOUGHTON, MICHIGAN – MAY 29 – JUNE 2

Final arrangements are in the works for the 1997 Annual Conference of the SIA to be held in Houghton, MI. The Society is venturing off the beaten track this year to enjoy the unique combination of historic mining and what is arguably the world's greatest lake, Lake Superior. Conference organizers at Michigan Tech are working diligently to present a memorable meeting.

The conference hotel is the **Best Western Franklin Square Inn** in Houghton (906) 487-1700. Travel by Northwest Airlines and receive a 5% meeting discount on your best fare if you book through Carlson Wagonlit/Goodman Travel of Houghton (800) 562-7628. The folks at Goodman Travel are experienced in getting people out to the North Country. There will be a reception Thursday night to introduce attendees to the Copper Country, and the traditional Show and Tell session on Friday night, both held in the conference hotel.

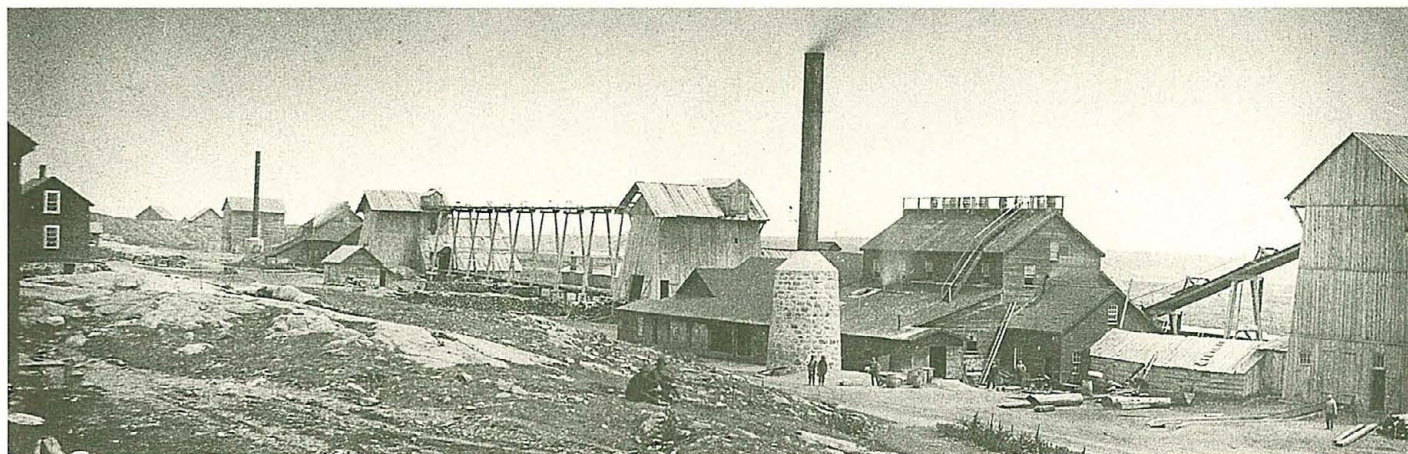
Tours begin with an Early Bird trip to the **Marquette Iron Range** on Thursday, May 29. Several copper mining and related



The Republic Iron Mine as it appeared in 1882.

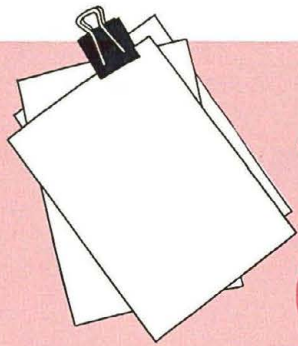
sites in the Portage Lake District around Houghton and Hancock are on tap for Friday, May 30, along with a photo stop at the **Portage Lake Lift Bridge**. Half of the day will be devoted to the **Quincy Mine**, including its famous steam hoist, an underground tour, and ride on a new cog tramway. Sunday tours venture north on the Keweenaw Peninsula to visit sites and communities important to the development of the mining industry. The Sunday tour destinations will include the town of Calumet, a nineteenth-century US Army post and a lighthouse, at least two bridges, as well as scenic views of Lake Superior and an underground look into an early mine. The morning tour will offer a drop off at the Houghton County Airport at midday for those hardy souls seeking to sightsee up to the last minute!

Saturday's paper session will be held at Michigan Tech, featuring a full range of presentations on IA research, including a bridge symposium, Army Corps of Engineers projects, waterpower systems, the Butte/Anaconda superfund site, industrial landscapes and communities, *(continued on page 3)*



Larry D. Lankton photo.

In the mid-1870s, the Quincy Mine, near Hancock, MI, was an isolated mining community. Michigan Copper Mines were unusually deep. Miners drew ore in skips up the inclined shaft, which had reached a depth of 9,000' when the mine closed in 1931.



Note from the President

Our newsletter editor, Patrick Harshbarger, has asked me to initiate this column, which will appear in *SIAN* on an occasional basis to inform SIA members of important issues that come before the board of directors or other items concerning the work of the Society. I heartily agree that this column promises to be a useful medium for communication between the board and the membership during the year, but to help make sure this doesn't remain a one-way medium, I'd ask each of you to feel welcome to contact me about issues you'd like to see addressed in this column.

I'd like to devote this column to the agenda item that takes up the most time at board meetings: tours and conferences. The board works very hard to ensure top-notch annual meetings and fall tours. This entails close cooperation with local planning committees and sponsoring organizations, all of which is coordinated by the chair of our conferences and tours committee. Christopher Marston is our current chair. Newly elected board member Ann Steele will assume that chair when Christopher's term on the board ends in June. Christopher's predecessors, Hank Rentschler and Carol Poh Miller, and numerous others are equally deserving of our gratitude for the tremendous work they've all done. Our hats should also be off to past presidents and other board members who have worked tirelessly to see to it that SIA gatherings remain one of the most distinctive and treasured benefits of membership in the Society. For example, my predecessor, Duncan Hay, really saved our bacon when the sponsor for our 1996 meeting pulled out a mere twelve months before the conference. Duncan was able to persuade the California State Railroad Museum and Foundation, and the folks at Knight Foundry, to put the Sacramento conference together a year earlier than they had intended. We are grateful to them as well for their willingness to condense what is usually at least two years of hard work into one.

The work on conferences and tours we face at board meetings is almost entirely concerned with the details of up-coming scheduled events, for example our 1997

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annual conference at Houghton, MI, our 1997 fall tour in central Louisiana, and our 1998 annual conference in Indianapolis. But always lurking in the backs of our minds is the uncertainty of where we'll be meeting next. We need folks interested in organizing tours or conferences in their communities to step forward. Doing so will not commit you to organizing an event. Stepping forward can merely be an expression of interest or curiosity. Most of the board members have helped in one way or another with past conferences or tours and can offer suggestions about how to take steps in just exploring whether a conference or tour is a realistic possibility. But we need those initial queries so we can know seeds of interest have been planted.

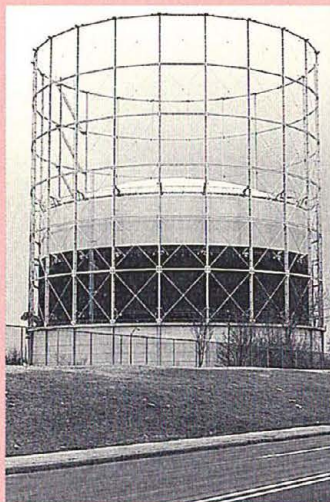
I won't try to deceive you: putting an SIA event together is a lot of work. But I can also say wholeheartedly that it is a very gratifying thing to do. I say that having been a co-chair of the organizing committee for SIA's 1989 fall tour at Butte and Anaconda and having been one of the tour organizers for the 1993 annual conference in Pittsburgh. It is quite simply a thrill to be able to share with others sites and history of one's town or region and its industrial past. There is a deep satisfaction in being able to interpret for others how workers and their families brought one's community into being and how one's community has been linked to others through networks of commerce and industry. Many of us know how enjoyable this can be when serving local audiences, but that enjoyment can be heightened when serving knowledgeable and appreciative audiences from distant places. The members of the SIA are certainly that: knowledgeable and appreciative, and we will make sure you feel our gratitude for helping to put together one of our events.

There are many kinds of industry and many parts of the continent we have yet to visit. No place is out of the question. If you know something about the material culture of industry in your community and you think you know of a few folks who might like to help you put together an SIA event, please contact me or one of the other board members. There are lots of models for how you can proceed from that initial query. And who knows, one of these years the president of the Society may announce at the annual meeting that an up-coming conference or tour will be held in your town. Then you'll have your work cut out for you, but you and the rest of us will be thankful you did.

Fred Quivik
President, SIA
P. O. Box 277
Froid, MT 59226

1998 SIA Annual Conference, Indianapolis IN, June 4-7.

The gasholder, constructed in 1933, is part of Indianapolis's Citizens Gas and Coke, manufacturers of foundry coke and smaller quantities of blast-furnace coke, smelting coke, and sugar-beet coke. The manufactured gas currently is mixed with natural gas for sale to local commercial and residential customers. The facility is expected to be one of several process tours during the 1998 Annual Conference. Info: William L. McNiece, 5250 N. Pennsylvania St., Indianapolis, IN 46220-3057; (317) 274-8222; e-mail: wmcniece@iupui.edu.



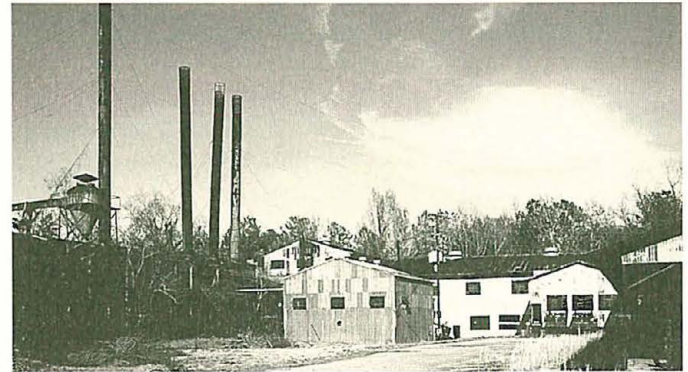
1997 SIA Fall Tour October 2-5

Make a Louisiana Purchase

On October 2-5, SIA members will tour industries in and around Alexandria, Louisiana. This is only SIA's third trip to the Deep South since 1972. The Fall Tour, hosted by the Louisiana Forestry Association, will concentrate on extractive, wood-related industries. Tourgoers will experience history and technology ranging from an early-20th-century sawmill complex to modern paper and plywood plants, with some non-forest industries providing variety.

Hotel Bentley (1908, NR), situated in downtown Alexandria overlooking the Red River (complete with bridges!), is the conference hotel. The hotel will host the opening reception on Thursday evening.

Friday's process tours will begin at Martco Plywood Mill. Next is an electric generating plant, and then Dresser Industries, a maker of valves. Following is Baker Industries, which manufac-



The former Crowell & Spencer Lumber Company sawmill, now home of the Southern Forest Heritage Museum.

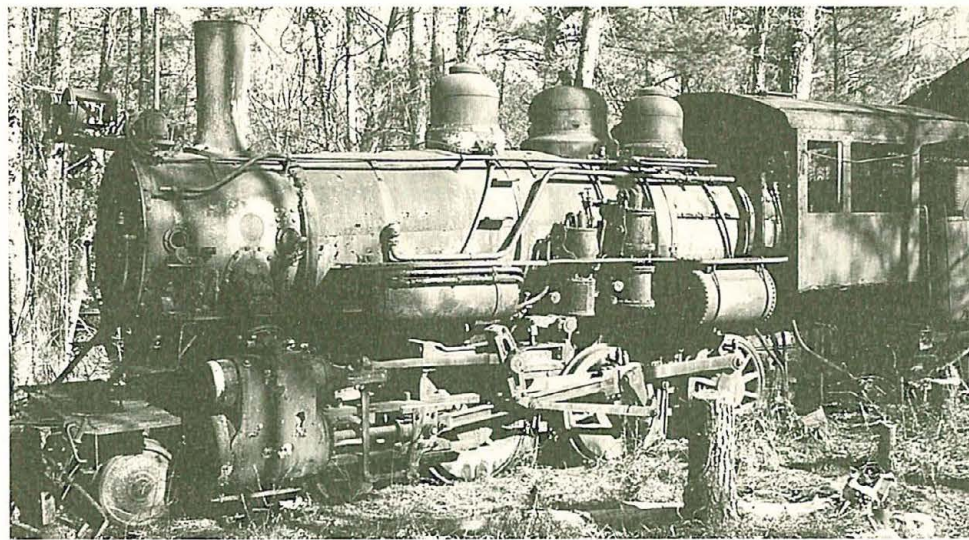
tures metal cabinets and Melamine furniture for U.S. post offices. The day concludes with a visit to International Paper.

On Saturday, the group will head to Allens Canning Co. to observe sweet potato processing. Cheneyville Cotton Gin is next, followed by the Bunkie Wood Products Co., which manufactures furniture squares and pallets. Martco Oriented Strandboard Mill produces waferboard. The *pièce de la résistance* comes last: the Southern Forest Heritage Museum, housing an extant early-20th-century sawmill, complete with skidders and steam locomotives. The evening finishes with a banquet at the restored LeCompte High School.

Sunday provides three choices. A visit to regional plantations or a downtown walking tour are offered for participants who cannot commit to a full-day tour. The day-long choice is a tour of the locks, dams, and hydroelectric plant controlling the Mississippi River system.

Info: Lauren B. Sickels-Taves, Box 597, Natchitoches, LA 71458; (318) 352-5747; fax: 352-6619; e-mail: taves@cp-tel.net; or Sonie Milton, 2906 Hwy. 457, Alexandria, LA. 71302; (318) 442-0026. ■

LEFT: At the Southern Forest Heritage Museum, Locomotive 400, abandoned 40 years, awaits restoration.



Henry V. Taves, Southern Forest Heritage Museum, photo.

ANNUAL CONFERENCE

HOUGHTON, MICHIGAN – MAY 29 – JUNE 2

(continued from page 1)

professional practice, documentation, iron industry and metalworking, and a full session on mining. In addition, we'll run a series of "Snapshot" sessions, shorter works-in-progress pieces on mining, iron, power, wood, structures and research methods. The Annual Business Meeting will be held at lunch in a University dormitory. The evening banquet at the conference hotel will wrap up a full day with a sumptuous meal and light entertainment by the world's only Finnish reggae band!

Info: SIA-HQ, Dept. of Social Sciences, Michigan Tech, 1400 Townsend Dr., Houghton, MI 49931-1295; (906) 487-2070, fax 487-2468; e-mail: SIA@mtu.edu ■

RIGHT: Fog enshrouds SIA members and a Calumet & Hecla smokestack. The last time the SIA visited the Upper Peninsula was the 1981 Fall Tour.



Patrick Martin photo.

Camp 18 Logging Museum:

Rest Home for Steam Donkeys

The SIA Newsletter is always on the search for new IA finds. Tom Hull [SIA] writes to report on a hidden jewel of the Pacific Northwest, the Camp 18 Logging Museum in Elsie, OR.

Of the 24 steam donkeys available for public viewing in Oregon, nine can be found at Camp 18 Logging Museum in Elsie. In the late nineteenth century, steam donkeys took over from the real animals that dragged logs in from the forests. Steam donkeys usually consisted of a vertical boiler, steam engine, and wire rope drums mounted on a sled, and were moved from one logging camp to the next. One steam donkey at Camp 18 is set up just like it was used in the woods, with a spar tree, a hay-rack boom, and all the associated wire rope (called rigging) that was used to haul in logs.

Six different makes are represented in the nine donkeys. They range from one of the first donkeys made, a small vertical-spool Dolbreer (one look at this and you know that the idea came right off the front of a boat), to a large two-speed, compound-gear Willamette. In the true spirit of industrial archeology, two of the machines were found on "wild donkey hunts," where enthusiasts, relying on hearsay and old memories, searched in forests and old machine shops for lost donkeys. Almost as interesting are the several modified donkeys on site, for example, a straight eight-cylinder Buick engine powering two cable drums.

But Camp 18 is a logging museum with plenty of other things for the visitor to see besides donkeys. Included on the grounds are dozens of styles of pulley blocks, a water-powered generator, a high-speed bandsaw with a 60' blade for cutting old-growth fir, a complete water tower for

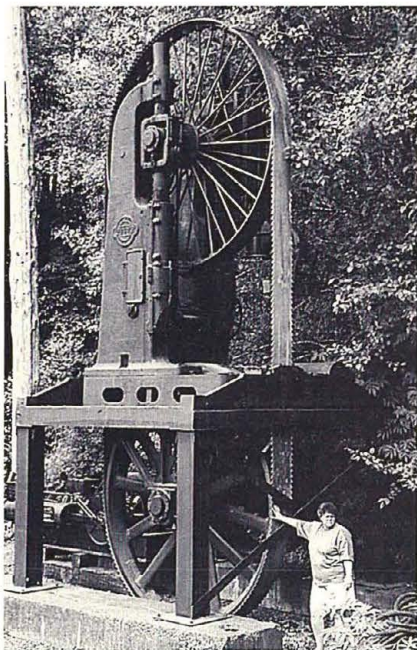


Camp 18 has one of the few Oregon steam donkeys still in operating condition. An example of the earliest style of donkey used in the woods, this one was made by Marschutz & Cantrell. The vertical-spool donkey is called a "Dolbreer" after its inventor. The cable wraps up on the drum like all later donkeys, with just a couple of wraps kept on it for friction.

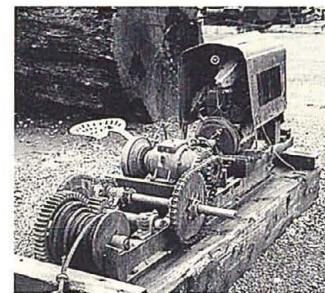
feeding steam locomotives, and acres more. Camp 18 is a freeze frame of logging history from the era of steam, and most displays are accompanied by written historical information.

Camp 18 was started in the early 1970s by two men who spent their lives in the woods, Gordon Smith and Maury Wilson. If you want to take a break from the tour, Gordon and his wife Roberta run a unique restaurant on the grounds. Built from wood sawn at Smith's mill, walk in through two hand-carved doors, 500 pounds each of old growth fir, and see a solid 85'-long ridge pole supporting the roof. Reputed to be the largest known fir log in the U.S. used for this purpose, it is 25 tons of beautiful natural art. If you ever get to the Pacific Northwest, visit this museum in the northwest corner of Oregon. Call (503) 755-1818 for information. ■

T.H.



For 48 years this high-speed bandsaw sliced old-growth trees to feed the hungry construction industry. Built in 1929 by the Sumner Iron Works in Everett, WA, it easily cut 8'-diameter Douglas fir logs. The saw's 60'-long double-cut blade spun at over 100 m.p.h., requiring water for cooling and a freshly sharpened blade every four hours. This old workhorse was put out to pasture in 1977.



Home brew. Looks like an old four-cylinder engine driving this unit. Note the comfort provided by the tractor seat.

This three-drum steam donkey, built by the Willamette Iron & Steel Works was shipped new to Pacific Spruce Corp. in Toledo, OR in 1922. In a 1997 interview, Stanley Upchurch, 75, a retired Oregon logger, said, "I remember donkey engineers were a little crazy...always running to the limit. When they would get into a hard pull, the tune of the steam engine would go chaw, chaw, chaw, and big chunks of wood would come flying out of the smokestack. Of course, if those steam yarders really pulled hard, something broke. They'd walk right through an 1-3/8 choker."



SOCIETY FOR INDUSTRIAL ARCHEOLOGY NEWSLETTER

PUBLICATIONS OF INTEREST

A Supplement to Vol. 26, No. 1

Spring 1997

COMPILED BY

Mary Habstritt, St. Paul MN; Mark Hufstetler, Bozeman, MT; Bierce Riley, Morristown NJ; Patrick Harshbarger, SIAN editor.

GENERAL STUDIES

- Gerhard Dohrn-van Rossum. **History of the Hour: Clocks and Modern Temporal Orders.** Chicago Univ. Press, 1996. 344 p., ill. \$30. In this sweeping study of the organization of time, the author traces the history of the mechanical clock and its impact on European society from the late Middle Ages to the Industrial Revolution.
- Chris Hables Gray. **Technohistory: Using the History of American Technology in Interdisciplinary Research.** Krieger Pub. Co. (Box 9542, Melbourne, FL 32902; 407-727-7270), 1995. \$18.50. Includes 11 case studies used to illustrate the complex relationships between humans and technology, and encourages educators to integrate the history of technology with other fields. Of particular interest to industrial archeologists is Walter Ryan's article on waterpower on the Sugar River at Newport, NH.
- Emory L. Kemp, ed. **Industrial Archaeology: Techniques.** Krieger Pub. Co. (Box 9542, Melbourne, FL 32902; 407-727-7270), 1995. \$32.50. A textbook with contributions from several SIA members. Articles on the basics of field work, photography, measured drawings, and mapping. Rev: *IA* (22,1), p. 65.
- Judith A. McGaw, ed. **Early American Technology: Making and Doing Things from the Colonial Era to 1850.** Univ. of NC Press (Chapel Hill), 1994. 482 p., ill., bibl. \$49.95. A collection of articles conceptualizing the need for the greater study of early American technology. Rev.: *IA* (22,2), p. 84; *T&C* (Apr. 1996), p. 356.
- **Museums in Britain: A Traveler's Introduction.** *T&C* (Jan. 1996), p. 135-157. A review of technology museums in Britain including an interesting article on "London's Smaller Technology Museums" by John Robinson.
- **New Life for White Elephants: Adapting Historic Buildings for New Uses.** National Trust for Historic Preservation, Information Series (1785 Mass. Ave. NW, Washington, DC 20036) Order No. 2197, \$6. A booklet that focuses on successful projects to preserve vacant and deteriorating department stores, schools, railroad depots, and factories.
- Arnold Roos, ed. **A Bibliography of the History of Canadian Science and Technology.** Canadian Technology Historical Society (758 Holt Crescent, Ottawa, ON K1G 2Y7), 1995. The bibliography is organized in 18 sections dealing with such subjects as civil engineering, transportation, energy, materials and processing, electronic communications, and agriculture.
- Kirkpatrick Sale. **Rebels Against The Future: The Luddites and Their War on the Industrial Revolution.** Addison Wesley Longman (New York, NY; 1-800-822-6339), 1995. \$24. An exposé on the Luddites, and the lessons the history of machine breaking has for the computer age.
- Carlos Arnaldo Schwantes. **Hard Traveling: A Portrait of Work Life in the New Northwest.** Univ. of Nebraska Press (Lincoln), 1994. 234 p., photos, bibl., index. \$45. A graphic account of the working men and women who built railroads, mined copper, and felled forests in Oregon, Washington, Idaho and Montana at the turn of the century.
- John C. Teaford. **Cities of the Heartland: The Rise and Fall of the Industrial Midwest.** Indiana Univ. Press (Bloomington), 1994. 300 p., ill., notes. Chronicles the rise and fall of rust-belt cities. Rev: *T&C* (Apr. 1996), p. 370.
- Barrie Trinder. **The Industrial Archaeology of Shropshire.** Phillimore (Chichester, UK), 1996. 278 p., ill., bibl.. The industrial heritage of a large and varied English county, where there is much more to interest than just the celebrated monuments of the Ironbridge Gorge. It is the first general survey of the county where many scholars have been active over the past half century. Trinder uses the county's contrasting industrial landscapes – in the countryside, market towns, in coal fields, and in upland mining regions – to provide a theoretical foundation for industrial archeological research of relevance far beyond the borders of Shropshire. Rev: *TICCIH Bulletin* (Nov. 1996).
- Julie Wosk. **Breaking Frame: Technology and the Visual Arts in the Nineteenth Century.** Rutgers Univ. Press (Livingston Campus, Box 5062, Bldg. 4161, New Brunswick, NJ 08903-5062; 1-800-446-9323), 1992. 275 p., ill. \$32; \$14.40 paper. Explores how the visual arts reflected the explosive psychological impact (the widespread feelings of disorientation known to sociologists as "breaking frame") of the Industrial Revolution on English and American society.

WATER TRANSPORTATION

- Jody Aho. **The Steamer William A. Irvin, Queen of the Silver Stackers.** Lake Superior Press (Marquette MI), 1995. 88 p. ill. History of the Great Lakes cargo ship, built in 1938, and now open for public tours in Duluth.
- Frederick Allen. **Inside the Panama Canal.** *I&T* (Fall 1996), p. 8-24. Article featuring the SIA's study tour to the Panama Canal.

- Frederic Allen. **Locks of Ages.** *I&T* (Winter 1997), p. 4. Brief article featuring the history of Oregon's Willamette Falls Locks, built in the 1870s.
- **Alone in the Night.** Huronia Museum (Box 638, Midland, ON L9Y 4P4; 705-526-2844), 1996. \$30, or \$50 if ordered with companion video. Chronicles the history of lighthouse keeping throughout the Georgian Bay and the North Channel regions of Lake Huron.
- Ronald C. Carlisle. **Canals and American Cities: Assessing the Impact of Canals on the Course of American Urban Life.** Canal History and Technology Press (Easton, PA), 1994. 112 p., ill., maps. \$15. A collection of essays using archeological field work to demonstrate the significant influence canals had on the urban landscape. Rev: *IA* (22,1), p. 70.
- **Collingwood Watts Skiff Replica Project.** Collingwood Museum (Box 756, Collingwood, ON L9Y 4B2; 705-445-9004), 1996. \$26 CDN. The 90-minute video documents the design and construction of a replica of an early-19th century sailing skiff of the type built by Watt Boatbuilders of Collingwood.
- Reed Geiger. **Planning the French Canals: Bureaucracy, Politics, and Enterprise under the Restoration.** Univ. of Del. Press (Newark), 1994. 338 p., maps, bibl., \$43.50. A history of the financing and planning of the French Canal system in the 1820s.
- Thomas Swiftwater Hahn. **The Chesapeake & Ohio Canal Lock-Houses & Lock Keepers.** Inst. for the History of Technology and Industrial Archeology (Box 6305, Morgantown, WV 26506-6305), 1996. 105 p., ill., maps, bibl. Richly illustrated publication examines origins and specifications of lock-houses along the C&O Canal; includes descriptions of lives and duties of people who lived in the 70+ lock-houses.
- Harvey H. Jackson III. **Rivers of History: Life on the Coosa, Tallapoosa, Cahaba, and Alabama.** Univ. of Ala. Press (Tuscaloosa), 1995. 300 p., ill., maps, bib., ind. \$29.95. A portrait of life along the Alabama River system, including chapters on the impact of steamboats and railroads. Rev: *T&C* (July 1996), p. 626.
- James Lee. **Tales the Boatmen Told: Recollections of the Morris Canal.** Delaware Pr. (Easton, PA), 1991. 326 p., ill., tables. Second printing. Oral histories from 1970s with last surviving Morris Canal captains, lock tenders, section hands, and other workers. Includes historic newspaper accounts. Avail. for \$17 ppd. from Roebling Chapter SIA, 19 Budd Street, Morristown NJ 07960.
- James Lee. **The Morris Canal: A Photographic History.** Delaware Pr. (Easton, PA), 1994. 137 p., ill., map, table, bibl. Reprint of 4th edition. Collection of over 300 historic photos with brief history of New Jersey's Morris Canal. Avail. for \$27 ppd. from Roebling Chapter SIA, 19 Budd Street, Morristown NJ 07960.
- Maggie Leithead. **Collingwood Skiff and Side Launches: Building Canada's Maritime Heritage.** Collingwood Museum (Attn: Maggie Leithead, P.O. Box 556, Collingwood, ON L9Y 4B2; 705-445-4811; fax: 445-2448). 32 p., ill. Published to accompany a traveling exhibit, this booklet includes many never-before-published photographs and a complete list of the Collingwood-built ships, their specifications, and their fates.
- Roger LeLievre. **Know Your Ships.** Marine Publishing Co. (Box 68, Sault Ste. Marie, MI 49783; 906-632-8417), 1996. \$14.25 ppd. A guide to Great Lakes and Seaway vessels, also to major Great Lakes shipwrecks and maritime museums.
- Bruce MacMillan. **The Florida Navy Legacy Shipwreck Project.** *Public History News* (Fall 1996), p. 3. Reports on the Florida Bureau of Archeological Research's ongoing program to identify and map U. S. Navy and Confederate Navy shipwrecks in Florida's waters.
- **Ore Boat!** Lapinsky Productions (3631 Perry Ave. N, Minneapolis, MN 55442), 1996. \$24.50 ppd. Video documents a trip aboard the *Edwin H. Gott* during the 1995 ship-ping season from Two Harbors, MN, to the Gary Steel Works on Lake Michigan.
- James Parker Sloan. **"Watercourse of History."** *Preservation* (Sept./Oct. 1996), p. 86-91. A travel log featuring the Illinois & Michigan Canal Heritage Corridor.
- Donald J. Terras. **Grosse Point Lighthouse.** Shore Village Museum (104 Limerock St., Rockland, ME 04841; 207-594-9481), 1996. 112 p. ill. About the Illinois lighthouse and the development of shipping on the Great Lakes.
- Garth S. Wilson. **A History of Shipbuilding and Naval Architecture in Canada: Transformation Series, No. 4.** National Museum of Science & Technology (Ottawa, ON), 1994. 94 p., ill., bibl., paper. \$15. A short, illustrated history providing an overview of shipbuilding in Canada from the 17th to the mid-20th centuries. Rev: *Public Historian* (18,4), p. 174.
- Terry Woods. **The Ohio & Erie Canal: A Glossary of Terms.** Kent State Univ. Press (Kent, OH), 1995. 44 p., ill., diag. \$7. An alphabetically organized glossary to the history and meaning of canal terms. Rev: *IA* (22,1), p. 73.

OTHER TRANSPORTATION

- Oliver E. Allen. **New York's Secret Subway.** *I&T* (Winter 1997), p. 44-48. A brief article on the history of Alfred Beach's plan for a pneumatic railway in the 1870s.
- Pamela W. Laird. **"The Car Without A Single Weakness:" Early Automobile Advertising.** *T&C* (Oct. 1996), p. 796-812. A scholarly exploration of the themes and hidden meanings of early-20th-century automobile ads.
- Russel Olwell. **Detroit – Motor City at the Detroit Historical Museum.** *T&C* (Oct. 1996), p. 813-816. A review of the new exhibit featuring the Cadillac body drop.
- Michael H. Piatt. **Hauling Freight Into the 20th Century by Jerk Line.** *Journal of the West* (Jan. 1997), p. 82-91. Traces the history and techniques of "jerk line teams," teams of up to 24 animals that pulled strings of wagons. A detailed account of the wagons, harness, and equipment, as well as character and skill of the drivers and animals. Jerk lines were used from the 1860s through the 1920s, and played an important role in areas of the American West not served directly by railroads.
- Rudi Volti. **A Century of Automobility.** *T&C* (Oct. 1996), p. 663-685. A sweeping essay on the intertwining of the automobile and the automobile industry with American politics, culture and economics. Marks the 100th anniversary of the Duryea automobile.
- Michael Karl Wintzel. **Gas Pumps.** *I&T* (Winter 1997), p. 58-63. A brief illustrated article on the history of gasoline pump design.

POWER GENERATION

- T. Lindsay Baker. **Tilting Windmill Towers.** *Windmill's Gazette* (Winter 1997), p. 2-6. Ill. In the 1890s, several windmill firms marketed tilting towers in order for farmers to gain convenient and safe access to the working parts of mills for service. **Turning Fair to the Wind: An Occupational Vocabulary of Windmilling.** *Windmill's Gazette* (Autumn 1996), p. 2-8. Ill. A glossary of the occupational language of old-time windmillers with over 100 terms for types of windmills, windmill parts and their maintenance, and windmill towers. *Windmill's Gazette* is a quarterly publication. \$15/yr. Back issues \$5. Avail: T. Lindsay Baker, ed., Box 507, Rio Vista, TX 76093.
- Virginia P. Dawson. **Knowledge is Power: E. G. Bailey and the Invention and Marketing of the Bailey Boiler Meter.** *I&T* (July 1996), p. 493-526. Traces the history and impact of the Bailey Boiler Meter, introduced in 1916 as a tool enabling foremen to control steam boiler performance.
- Richard L. Hills. **Power from the Wind: A History of Windmill Technology.** Cambridge Univ. Press (New York; 1-800-872-7423), 1984, reprinted with corrections 1996. 324 p., ill., notes, bibl., \$65.95.
- Rick Nidley and Don Lawrence. **Windmill Weights: Pictured-Identified.** Don Lawrence (Box 11412, Boise City, OK 73933), 1996. 158 p., ill., bibl. \$15. An introduction and guide to identifying and collecting windmill weights, components of windmills, which often had decorative shapes. Rev: *Windmill's Gazette* (Autumn 1996), p. 13.
- Robert W. Righter. **Wind Energy in America.** Univ. of Okla. Press (Box 786, Norman, OK 73070) 1996. 361 p. ill., \$37.50 ppd. Chronicles the history of wind power in America from the 17th century to the present day. Topics include farm-style water-pumping windmills, rural wind electric generators, Charles F. Brush's huge wind generator at Cleveland and the great Smith-Putnam wind turbine at Grandpas Knob, Vermont. Rev: *Windmill's Gazette* (Summer 1996).
- Susan Vogt. "Bringing Power to the People: How Electrification Changed Life in Oregon." *Oregon History Magazine* (Autumn 1995), p. 12-13. This brief social history of the introduction of electricity to the lives of Oregon's citizens, includes descriptions of users' fears (some plugged wall sockets so electricity wouldn't leak out) and company marketing ploys to encourage acceptance (electric irons were delivered by horse-drawn buggy to every customer on a 30-day free trial basis).

DAMS AND BRIDGES

- Simon W. Freese & Deborah Lightfoot Sizemore. **A Century in the Works: Freese & Nichols Consulting Engineers, 1894-1994.** Texas A&M Univ. Press (College Station), 1994. 435 p., ill., bibl. \$34.50. A centennial history of one of the Southwest's leading engineering firms, notable primarily for hydraulic engineering. Rev: *T&C* (Oct. 1995), p. 1033.
- Blaine Harden. **A History in Concrete.** *Preservation* (Nov./Dec. 1996), p. 32-37. The history of Grand Coulee Dam in Washington from the personal point of view of the son of a welder who helped build the dam.
- Eda Kranakis. **Constructing a Bridge: An Exploration of Engineering, Culture, Design and Research in 19th-Century France and America.** MIT Press (Cambridge), 1997. 400 p.,

ill. \$45. Examines the work of two suspension bridge designers, the American inventor James Finley and the French engineer Claude-Louis-Marie-Henri-Navier. In tracing the stories of these two bridge builders, the author offers a broader look at how local environments shape design goals, and fostered different systems of technical education and traditions of engineering research.

- A. E. Rogge, D. Lorne McWatters, Melissa Keane, and Richard P. Emanuel. **Raising Arizona's Dams: Daily Life, Danger, and Discrimination in the Dam Construction Camps of Central Arizona, 1890s-1940s.** Univ. of Arizona Press (Tucson), 1995. 212 p., photos, maps, tables, ind. \$21.95 paper, \$45 cloth. The authors compile data from their archeological work for the Bureau of Reclamation documenting the life of the workers who built dams on the Salt River and its tributaries. Rev: *Public Historian* (18,4), p. 162; *T&C* (Apr. 1996), p. 358; *IA* (22,1), p. 69.

STRUCTURES AND BUILDING TECHNOLOGY

- Ward Bucher. **Dictionary of Building Preservation.** John Wiley & Sons (New York, 1-800-879-4539), 1996. Cloth, 500 p., \$39.95. This sourcebook defines more than 10,000 terms commonly used in renovation, historic architecture, engineering, building technology, and preservation.
- David Gebhard. **The National Trust Guide to Art Deco in America.** John Wiley & Sons. (New York, 1-800-879-4539), 1996. Paper, 304 p. \$19.95. A survey of more than 500 significant Art Deco buildings. Organized state-by-state. Includes the tallest skyscrapers and the smallest corner bars.
- Tom F. Peters. **Building the Nineteenth Century.** MIT Press (Cambridge), 1996. 512 p., ill., \$45. A history of how builders' thought processes influenced construction in the last century. Using examples from both civil engineering and architecture including the Thames Tunnel project, Mont Cenis Tunnel, the Conway and Britannia bridges, the Suez Canal, Kew Palm House, the Crystal Palace, the Langwies Viaduct, and the Panama Canal.

IRON AND STEEL

- Susannah W. Brody. **The History of Dowlin Forge.** Uwchlan Township Historical Commission (Exton, PA), 1995. 140 p. ill., tables, maps, bibl. History of archeological site written from 32 extant ledgers, 1813-66. Avail. for \$14.50 ppd. from Roebbling Chapter SIA, 19 Budd Street, Morristown, NJ 07960.
- John R. Chapin. **Artist-Life in the Highlands and Among the Nail-Makers.** Reprinted from Harper's New Monthly Magazine 1859-60 by Canal Society of New Jersey (Morristown, NJ), 1994. 56 p., ill., map. Classic publications on the iron industry and Morris Canal in northern New Jersey with modern introduction. Avail. for \$7.50 plus \$2.00 postage from Roebbling Chapter SIA, 19 Budd Street, Morristown, NJ 07960.
- Charles B. Dew. **Bond of Iron: Master and Slave at Buffalo Forge.** W. W. Norton (New York), 1994. A rich chronicle of the history of one isolated Blue Ridge charcoal iron furnace in the mid-19th c. Rev: *T&C* (July 1996), p. 633.
- Robert B. Gordon. **American Iron: 1607-1900.** Johns Hopkins Univ. Pr. (Baltimore), 1996. 341 p., ill., tables, maps, bibl. Comprehensive survey of iron technology in America utilizing recent archeological findings and archival research. Offers new interpretations on labor, innovation, and product quality

in ironmaking along with environmental consequences of the industry. Covers founding, fining, puddling, and bloom smelting in great detail.

- W. David Lewis. **Sloss Furnaces and the Rise of the Birmingham District: An Industrial Epic.** Univ. of Ala. Press (Tuscaloosa), 1995. 645 p., ill., bibl., ind. \$39.95. Traces the history of Sloss Furnaces and its economic ties to railroading, coal, and ore mining from the Civil War to 1970. Rev: *T&C* (Apr. 1996), p. 365.
- Peter R. Schmidt, ed. **The Culture & Technology of African Iron Production.** University Press of Florida (Gainesville, FL), 1996. 338 p., ill., maps. Collection of 14 archeological and ethnographic investigations in a variety of locations combine myth, ritual, history, and science involved in smelting and smithing iron.

MINING AND RELATED INDUSTRIES

- Carmen DiCiccio. **Coal and Coke in Pennsylvania.** PA Historical & Museum Commission (Harrisburg), 1996. 230 p., ill., bibl., paper. \$16.95. A comprehensive treatise on the bituminous coal and coke industry in Western PA, showcases towns, technology, workers, and economics. **The Rise and Fall of King Coal: A History of the Bituminous Coal and Coke Industry of Pennsylvania from 1740-1945.** Thesis (Ph.D.), Univ. of Pittsburgh, 1996.
- Logan Hovis & Jeremy Mouat. **Miners, Engineers, and the Transformation of Work in the Western Mining Industry, 1880-1930.** *T&C* (July 1996), p. 429-456. Analysis of technical and organizational changes in hard-rock mining, shifting mine operations from miners' traditional work practices to a science and business controlled by engineers.
- Delphin Muise & Robert McIntosh. **Coal Mining in Canada: A Historical and Comparative Overview.** National Museum of Science & Technology (Box 9724, Station T, Ottawa, ON K1G 5A3), 1996.
- Philip W. Ross. **Allegheny Oil.** USDA Forest Service, Allegheny National Forest Heritage Publication No.1., 1996. 96 p., ill., tables, maps, bibl. History of petroleum industry in Allegheny National Forest from 1859 to 1945, including evolution of central power stations, drilling, and pumping technology. Avail. for \$9 from IHTIA, PO Box 6305, Morgantown, WV 26506-6305.

AGRICULTURE AND FOOD PROCESSING

- R. Douglas Hurt. **American Farms: Exploring Their History.** Krieger Pub. Co. (Box 9542, Melbourne, FL 32902-9542; 407-727-7270), 1996. 180 p. \$24.50. A how-to-do-it book for local historians, it covers the major sources and suggest appropriate techniques for researching and writing the history of a farm.
- Pamela Sambrook. **County House Brewing in England, 1500-1900.** Hambledon (London). Beer was brewed on a large scale in many county houses, whose 18th century brewing installations, many of which survive to be studied, are comparable with all but the largest commercial breweries. Rev: *TICCIH News* (Nov. 1996).
- Jennifer Tann and R. Glyn Jones. **Technology & Transformation: The Diffusion of the Roller Mill in the British Flour Milling Industry, 1870-1907.** *T&C* (Jan. 1996), p. 36-69.

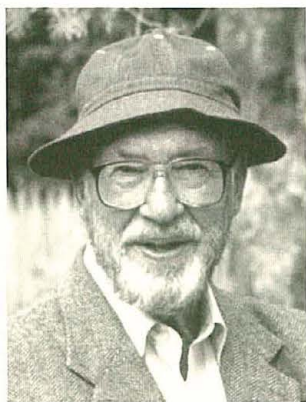
Traces the origins of the roller mill and the processes by which it was introduced in England.

MISC. INDUSTRIES

- Regina Lee Blaszczyk. **"Reign of the Robots": The Homer Laughlin China Company And Flexible Mass Production.** *I&T* (Oct. 1995), p. 863-911. The history of the WV china manufacturer is used to explore the adoption of mass production equipment from the 1920s to the 1940s.
- Carolyn C. Cooper. **Shaping Invention: Thomas Blanchard's Machinery and Patent Management in Nineteenth-Century America.** Carolyn Cooper (200 Blake Road, Hamden, CT 06517; e-mail: ccooper@minerva.cis.yale.edu), 1996. A descriptive account of Blanchard's prolific and fundamental contributions to wood-shaping machinery, and the importance of the patent process and Blanchard's political and managerial savvy in the success of his inventions.
- James J. Farley. **Making Arms in the Machine Age: Philadelphia's Frankford Arsenal, 1816-1870.** Penn. State Univ. Press (State College), 1994. 142 p., ill., bibl. \$32.50.
- Allen Freeman. **The Tileman's Castles.** *Preservation* (Nov./Dec. 1996), p. 60-67. An entertaining article on the eccentric Henry Chapman Mercer and his tileworks, early American tool museum, and early use of reinforced concrete construction in Doylestown, PA.
- Pat McNees. **An American Biography: An Industrialist Remembers the Twentieth Century.** Farragut Publishing (Washington, DC; 1-800-298-4706). Also avail.: Crown Store, 120 W. Monroe St., New Bremen, OH 45869; fax: 419-629-3762. \$22 ppd. Biography of Warren Webster, who rose from the factory floor to co-ownership of Joyce-Cridland, a manufacturer of jacks and lifts for over a century in Dayton, OH.
- Mimi Melnick. **Manhole Covers.** MIT Pr. (Cambridge), 1994. 252 p., photos. \$39.95. This picture book presentation of about 220 different manhole covers describes the reason for their shape, size and textures, and how the design has become standardized. Rev.: *Historic Preservation* (Mar./Apr. 1995), p. 92.
- Jimmy M. Skaggs. **The Great Guano Rush: Entrepreneurs and American Overseas Expansion.** St. Martin's Press (New York), 1994. 334 p., bibl., \$45. In the 1840s, American farmers discovered the miraculous qualities of guano (bird droppings) as a fertilizer. The author traces the history of the "guano rush," an example of American imperialism to lay claim to rich deposits of guano on Pacific islands. The book includes chapters on the process of mining guano, describing some horrible working conditions. Rev: *T&C* (Apr. 1996), p. 364.

ABBREVIATIONS:

IA =	IA: <i>The Journal of the Society for Industrial Archeology</i>
IAR =	<i>Industrial Archaeology Review</i>
I&T =	<i>American Heritage of Invention & Technology</i>
RRH =	<i>Railroad History</i>
R&LHS	
Newsletter =	<i>Railway & Locomotive History Society Newsletter</i>
T&C =	<i>Technology and Culture</i>



Charles A. Emmerich 1911-1997

Long before it was a fashionable to talk about the cutting edge of technology, Charlie Emmerich had already been there. In a career that began as a boy in the family machine shop, with its belt drives and line shafting, Charlie was later involved in some

of the major defense-related technological developments of the mid-20th century.

After studying chemistry at the Pratt Institute, Charlie began his professional career as a chemist doing product development testing for Foster D. Snell, Inc. During World War II, he worked for Bendix Corporation, after which he joined the Sperry Corporation. In 1951 he left industry to manage the Emmerich Machine Co., in Brooklyn, after the death of his father.

Charlie joined ITT Federal Laboratories in Nutley, NJ, in 1953, where he was involved in the research and development of numerous defense-related projects. Among his many assignments over his 35 years with ITT were the development of electrical and electronic cabling, including a system to pay out communications cable by helicopter under battlefield conditions; hull fittings, connections, and cabling for Polaris submarine antennas; hydrophone arrays off the coast of South Africa used to locate Mercury Astronaut missiles after splashdown; and similar projects in the Bahamas and Hawaii.

A charter member of the Roebling Chapter, Charlie was regarded as the chapter's patron saint for his role as host for the annual corn roast. He also served on the Board of Directors of the national SIA and was a member of the Canal Society of New Jersey and the Historical Society of Old Randolph. Charlie was also a 60-year member of the American Chemical Society.

Charlie was highly regarded by his colleagues for his strong mechanical and problem-solving capabilities. On SIA field trips, he would often explain the historic development of a process; but it was always off to the side, told quietly and knowledgeably by someone who had witnessed the evolution personally. In all areas of his life, he was admired as a man who brought people together. He will be missed.

Bierce Riley

The past months have also been particularly sad ones in seeing the passing of three men, each of whom in his way had been a vital force in industrial archeology and the history of technology, and in the documentation of both fields.

Carl W. Condit (born 1914, died 4th January) was one of the most insightful and prolific historians of American civil engineering in our time. His *American Building Art- the Nineteenth Century*, and... *the Twentieth Century* were landmarks in tracing the development of bridges and structures while *The Port of New York* was a monumental, 2-volume study of the city's interlocking, highly complex rail, rapid-transit, and maritime networks. Perhaps his most enduring contribution will be the large body of works – books and articles – on the Chicago school of architecture, with emphasis on its structural-engineering aspects. Condit was a founding member of the Society for the History of Technology, and from its beginnings in the late 1950s one of the most frequent

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contributors to its journal, *Technology & Culture*. He taught at Northwestern University.

Ralph Greenhill (born 1924, died 11th May) epitomized the amateur, one who pursues a study purely for the love of it. He was an English emigré who spent much of his working life with the Canadian Broadcasting System, all the while avidly collecting early photographs of industrial subjects and writing extensively on the industrial archeology of North America. The most arresting of his numerous books surely is *Engineer's Witness, A Photographic Panorama of Nineteenth Century Engineering Triumphs*, in which he reproduced and described 90 images of Canadian and American machines and structures. This bi-nationalism characterized most of Greenhill's research; much of his work was devoted to the large family of bridges and hydroelectric projects at Niagara, and most recently he had been deeply interested in the St. Clair River railroad tunnels between Sarnia and Port Huron,

(Continued on page 11)

Industrial Archeology in Altoona, PA

CNEHA Annual Meeting, October 17-19

The annual meeting of the Council for Northeast Historical Archeology (CNEHA) will be held in Altoona, PA, from October 17-19, with much of the program devoted to items of interest to SIA members. The conference themes are industrial archeology and the role of archeology in heritage tourism. The themes highlight the impact of industrialization on the central Pennsylvania landscape and recent efforts to promote the region's industrial history through the Path of Progress, a 500-mile-long driving route that delivers visitors to museums and parks that tell the story of German railroaders, Irish coal miners, Polish steelworkers, and many more.

In addition to paper sessions, a "walking" workshop will explore the industrial archeology along the Lower (rhymes with flower) Trail, a rails-to-trails project along the banks of the Juniata River that features remnants of the Pennsylvania Canal, an early-19th-century ironmaking community, ganister quarries (a rock used to line blast furnaces), and railroad structures. A workshop of railroad-related sites is also being considered which could include the Allegheny Portage RR, the shops and yards of the Pennsylvania RR in Altoona, the Railroaders Memorial Museum, and Horseshoe Curve.

On Saturday, CNEHA will travel across the Allegheny Front (the eastern continental divide) to Johnstown for a banquet and the opportunity to explore the powerful and moving story of the 1889 Johnstown Flood. Arrangements are underway for a "progressive" dinner in Cambria City, a working class neighborhood that was home to thousands of German, Polish, Slovak, and Irish workers and their families. Cambria City retains much of its late-19th-century immigrant character, including at least nine ethnic churches with great cooks who will open their doors and kitchens.

Suggestions for paper sessions and other workshops are welcomed and encouraged. Info: Paula Zitzler, RD 2 Box 325, Williamsburg, PA 16693-9736; (814) 832-9224; e-mail: paulaz1072@aol.com. For more info on the region's industrial heritage programs, visit the Southwestern Pennsylvania Heritage Preservation Commission on the World Wide Web at <http://www.sphpc.org>. ■

NOTES & QUERIES

10th Street Bridge Gets New Lease On Life. Last spring, a group of local preservationists calling themselves the "Save the Bridge Committee" took the Montana DOT to court to stop demolition of the 10th Street Bridge (NR) over the Missouri River in Great Falls (SIAN 96,2). Completed in 1920, the 1,130'-long, open-spandrel, reinforced-concrete arch bridge is the oldest and longest of its type in the upper Great Plains states. In December, a federal appeals court ordered the two sides in the case to negotiate a settlement and appointed a judge to work with them to end their dispute. Although the fate of the bridge is still uncertain, the hope is that the extra time will give preservationists the opportunity to raise additional support for rehabilitating the bridge and integrating it with a riverfront pedestrian trail. Preservation Cascade, a not-for-profit organization, has been formed with the intent of restoring and maintaining the bridge, as well as other properties in Cascade County. The bridge was closed last fall when a new parallel bridge was opened to traffic, and demolition scheduled when no local government entity stepped forward to shoulder responsibility for the 75-year-old structure. Info: Arlyne Reichert, 1400 First Ave. N., Great Falls, MT 59401; Website: www.echowe.com/bridge.htm.

Inclined Planes of New Jersey's Morris Canal. A slide lecture on May 23 at the National Canal Museum in Easton, PA, by historian James Lee will trace the evolution, operation, and unique features of the canal's 23 inclined planes. Initially powered by large overshot waterwheels, and later by reaction turbines, the planes were mechanical marvels that operated between 1831 and 1924. The lecture is free and open to the public as part of the museum's spring lecture series held at 7:30 p.m. in the auditorium at Two Rivers Landing, 30 Centre Square, Easton, PA 18042; (610) 559-6613.

Alaska Coal Bunkers Query. Preservationists are seeking information on any large wooden coal bunkers that are similar to the one in Fairbanks. The Fairbanks coal bunkers (1932) were designed by the Link Belt Co. for the Alaska Railroad. The structure is roughly 200'-long, 22'-wide, and 60'-high. Last year the

owner stopped selling coal, now there are plans to demolish the bunkers to make room for a parking lot. The knowledge of similar coal bunkers, whether destroyed or successfully preserved, would be helpful to local preservation efforts. Info: Randy Griffin, Box 73653, Fairbanks, AK 99707; (907) 452-6911.

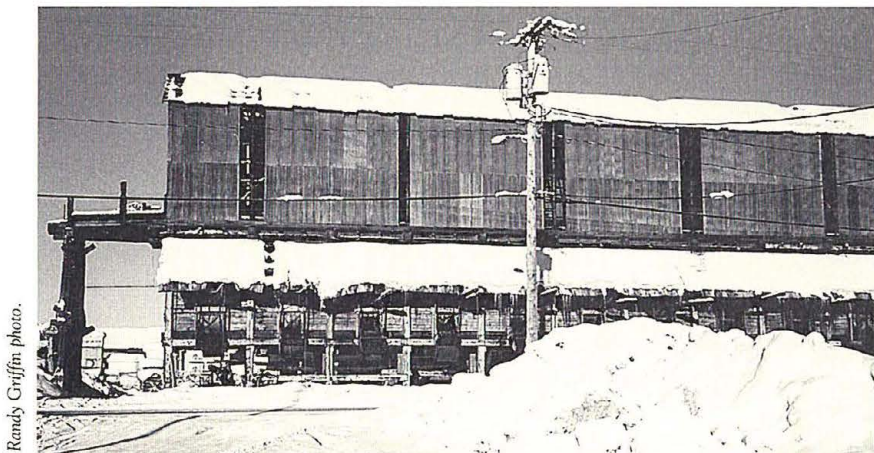
New IA Web-Site. The German Society for Industrial Archeology has created a new web-site, the *Virtual Museum for Industrial Culture*, for information about industrial archeology, history of science and technology, industrial monuments, industrial tourism, and museums of science and industry. The web-site includes a mailing list, discussion board, and the opportunity to post messages to industrial archeologists across the world. Hundreds of German and international links offer additional information. Address: <http://www.industriekultur.de>

Know of a Preserved Rolling-Mill Engine? The Jeanette Blast Furnace Preservation Association (JBFPA) in Youngstown, OH, is seeking information on preserved rolling-mill engines throughout the world. The JBFPA is planning an industrial museum to be built around a 34" & 68" x 60" cross-compound rolling-mill engine. It is perhaps the largest such engine in the U.S. The JBFPA has a sizable collection of artifacts and documentation that will be included in the museum, which is slated to be located in a vacant mill building downtown.

In September, the JBFPA began removal of the engine from the **Youngstown Sheet & Tube Co., Brier Hill Works**, now owned by North Star Steel Ohio. The engine weighs in excess of 200 tons and has a 20'-diameter flywheel. It powered a six-stand 24" merchant mill. The engine was built in 1914 by the William Tod Co., which operated in Youngstown and built over 100 engines for the steel industry from 1856 to 1916. Only five Tod engines are known to survive. North Star Steel Ohio also has donated an estimated 3,000 original engineering drawings of the Brier Hill plant. This is a largely complete collection, and chronicles the construction and operation of the plant from 1912 to 1979.

Several drawings bear the name of Julian Kennedy, consulting engineer when the plant was built.

In sad but related news, The JBFPA officially ended its project to save the **Jeanette Blast Furnace**. In February, the furnace was knocked down. The entire plant including eight stoves, 82 oven-by-product coke plant, and miscellaneous structures are being demolished. The cleared land will be given to the City of Youngstown for use as an industrial park. The JBFPA did not have the backing necessary to convince the city that a preserved furnace could be cared for over the long term. Despite the setback, the JBFPA remains very active in the preservation of Youngstown's steel heritage. Not only are plans underway for an industrial museum, but the group is discussing the possibility of becoming a chapter of the SIA. Info: Rick Rowlands, JBFPA, 1941 Wick Campbell Road, Hubbard, OH 44425-2869; (330) 719-3233; e-mail: todengine@aol.com



Randy Griffin photo.

The Fairbanks, AK, coal bunkers were constructed in 1932. A trestle, now removed, permitted a locomotive with three coal cars to enter the upper level of the bunkers to empty coal into the bins. In the 1960s, the trestle was removed and replaced by a conveyor. The bunker has 13 coal chutes on each side for filling up trucks.

PA Canal Symposium. On March 22, the National Canal Museum and Lafayette College, both in Easton, PA, sponsored the 16th Annual Canal History and Technology Symposium. The speakers and topics included Lillian Rodberg, *Vanished Industries of New Jersey's Pinelands*; Kathleen Munley, *The 1941 Strike at the Bethlehem Steel Plant*; Kenneth and Robert Wolensky, *Education and Transformation of Pennsylvania's Wyoming Valley District of the International Ladies Garment Workers Union, 1944-1963*; Albright Zimmerman, *The Export of American Locomotives and Railroad Technology during the Antebellum*; Paul Fagley, *The Mann Axe Company and the Juniata Valley Iron Industry*; and Billy Joe Payton, *The National Road in West Virginia*. Complete text has been published in the conference *Proceedings*, available from National Canal Museum, 30 Center Square, Easton, PA 18042-7743; (610) 559-6613. Cost: \$22.50 ppd.

National Trust Receives 1838 Warehouse. The *Gaylord Building*, a warehouse built to store material for construction of the Illinois & Michigan Canal in Lockport, IL, in 1838, has been given to the National Trust as its first historic commercial site. The building, which over the years was expanded and adapted to other uses, including a dry-goods store, granary, and printshop, is now the visitor center of the Illinois & Michigan Canal National Heritage Corridor. The Gaylord Building marks the beginning of an important initiative of the National Trust to expand its collection to include non-residential buildings, and to use historic sites to tell the stories of all Americans, not just those who could afford to build great mansions.

Bridge Query. The author of a book on bridges is seeking information from SIA's pontists on their personal bridge experiences, bridge-related anecdotes, and materials they may have on famous bridges and builders, including black & white photos. The book will be published by Black Dog & Leventhal, recent publishers of *Skyscrapers*. If interested in corresponding with the author, please contact: Judith Dupré, 330 Prospect Ave., Mamanoneck, NY 10543; (914) 777 0645; fax, 777-0920; e-mail: jdupre777@aol.com.

Morris Canal. The Canal Society of New Jersey is offering for sale a small number of original copies of *Morris Canal and Banking Company Final Report of Consulting and Directing Engineer, June 29, 1929*. This eighty page, soft cover book describes the abandonment and the history of the canal with text, photos and fold-out maps and drawings. Priced at \$35 plus \$3 shipping. For information contact Bill Moss, P.O. Box 342, Garwood, NJ 07027, (908) 233-9752. ■

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 SIA-HQ, Dept. of Social Sciences, Michigan Technological University, 1400 Townsend Drive, Houghton, MI 49931-1295; (906) 487-1889; e-mail: SIA@mtu.edu.

Mailing dates for Vol. 26 (1997): No. 1, April 1997. If you have not received an issue, apply to SIA-HQ (address above) for a replacement copy.

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.

IN MEMORIAM

(Continued from page 9)

comparing the original bore of 1890 with the recent one. Greenhill was one of the earliest members of the SIA, and likely only the second from North of the Border.

Walter Minchinton (born 1921, died 25th August) was among the earliest Britons to elevate industrial archeology to the level of a serious academic discipline. As a professor of economics at the University of Exeter, he strove to relate formal economic history to its proper basis in commerce and industry while, atypical of the field, recognizing the importance of the evidence to be found in industry's surviving infrastructure. He devoted much time and energy promoting this approach to his students, resulting in a considerable body of literature – by both them and himself – on the industrial archeology of, principally, Devonshire and its surrounds. Minchinton's particular interests were tide mills, and latterly, shot towers. It is believed that over the past decade or so he had managed to visit and write upon every surviving shot tower in the known world – a surprising number. (Some years ago I visited Wisconsin's sole tower, purchasing the available brochure to send Walter. The end notes pointed out that much of the information therein had been provided by Prof. W. Minchinton!)

Robert W. Vogel

CHAPTER NEWS

Samuel Knight (California). A group of SIA members has joined to set the direction for a new SIA chapter based in northern California. The chapter has chosen the name Samuel Knight Chapter, after the founder of the Knight Foundry in Sutter Creek. The first organizational meeting was held March 1 at Ardenwood Historic Farm in Fremont. The group convened aboard narrow gauge flatcar No. 1725 of the South Pacific Coast Railroad, pulled by one of the last working railroad horses in the country. A business meeting was held on April 19 at Ardenwood to approve by-laws, elect officers, and organize chapter activities. The day featured a morning tour of the remains of salt evaporation works, a show-and-tell potluck dinner, and an afternoon presentation on Ardenwood's industrial apprenticeship program. West-coast members are encouraged to join the local chapter. Info: Andy Fahrenwald and Lora Change, 5252 1/2 Boyd Ave., Oakland, CA 94618; (510) 595-5835.

Oliver Evans (Philadelphia). The chapter held its annual banquet on Jan. 24 with featured speaker Victor Y. H. Yarnell, managing director of the Schuylkill River Greenway Assoc. and former mayor of Reading, PA. Yarnell provided leadership for the Schuylkill River Heritage Corridor, and his presentation addressed the central role the river's industrial history plays in the corridor program.

Northern/Southern New England. On Feb. 8 the two chapters held their 10th Annual Conference at the Boott Cotton Mill Museum, a facility of the Lowell (MA) National Historic Park. A morning of paper sessions featured canals, textiles, gristmills, blast furnace restoration, and Boston's comprehensive industrial sites survey. After lunch, the group reconvened for a special preview of the American Textile History Museum's new facility in a renovated mill in downtown Lowell. ■

CALENDAR

1997

May 29-30: Ports and People, Annual Conference of the Canadian Nautical Research Society, St. John, NB. Info: William Glover, HMCS Prevost, 19 Becher St., London, ON. N6C 1A4; (519) 660-5296; fax 660-5046.

May 29-June 1: SIA Annual Conference, Michigan's Lake Superior Mining District, Houghton, MI. Info: Pat Martin, SIA HQ, Dept. of Social Sciences, Michigan Tech, 1400 Townsend Dr., Houghton, MI 49931; (906) 487-2070; fax 487-2468; e-mail: PEM-194@mtu.edu.

June 22-29: The Int'l Committee for the Conservation of the Industrial Heritage (TICCIH), Full Conference, Greece. Info: The Greek Section of TICCIH, Inst. of Neohellenic Research/National Hellenic Research Foundation, 48, Vassileos Constantinou avenue, 11635 Athens, Greece. Tel. 30-1-721-0554; fax 30-1-724-6212.

June 25-27: Interpreting Edison, Thomas Alva Edison Sesquicentennial Conference, West Orange, NJ Info: Leonard DeGraaf, Edison National Historic Site, West Orange, NJ 07052; (201) 736-0550, ext. 22; e-mail: EDIS_Curatorial@nps.gov.

July 25-30: Science, Technology, and Industry Conference. The Int'l Union of History & Philosophy of Science, Liege, Belgium. Info: 20th Int'l Congress of History of Science, University of Liege, Centre d'Histoire des Sciences et des Techniques- Betiment D1, Avenue des Tilleuls 15, B-4000 Liege, Belgium; Tel. 32-041-66-94-79; fax 32-041-66-95-47; e-mail: chstulg@vm1.ulg.ac.be.

September 9-23: 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.

Sept. 29-Oct. 3: Underground Space: Indoor Cities of Tomorrow, Montreal. 7th Int'l conference on the planning, construction, management, and promotion of underground spaces from subways to tourist attractions. Archeological and industrial heritage issues are part of the program. Info: Underground Space Organizing Comm., 303 Notre Dame St. E., 5th Flr., Montreal, QB H2Y 3Y8; (514) 872-8343; fax 872-0024.

October 2-5: SIA Fall Tour, Alexandria, LA. Info: Lauren

Sickles-Taves, Box 597, Natchitoches, LA 71458; (318) 352-5747; fax 352-6619; e-mail: taves@cp-tel.net.

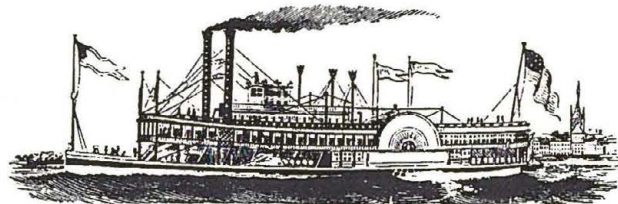
October 16-19: Society for the History of Technology (SHOT) Annual Meeting, Pasadena, CA. Info: SHOT, Dept. of History, Auburn University, Auburn, AL 36849-5259; (334) 844-6645; SHOT Homepage: <http://hfm.umd.umichh.edu/tc/SHOT>.

October 17-19: Council for Northeast Historical Archaeology (CNEHA) Annual Meeting, Altoona, PA. Find details elsewhere in this issue. Info: Paula Zitzler, RD 2, Box 325, Williamsburg, PA 16693-9736; (814) 832-9224; e-mail: paulaz1072@aol.com.

October 23-24: 5th Historic Bridges Conference, Cincinnati, OH. Info: David A. Simmons, Ohio Historical Society, 1982 Velma Ave., Columbus, OH 43211; (614) 297-2365; fax 297-2367; e-mail: dasimmons@ee.net.

1998

June 4-7: SIA Annual Conference, Indianapolis, IN. Info: William L. McNiece, 5250 N. Pennsylvania St., Indianapolis, IN 46220-3057; (317) 274-8222; e-mail: wmcniece@iupui.edu.



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