

# SOCIETY FOR INDUSTRIAL ARCHEOLOGY

## NEWSLETTER

Volume 26

Summer 1997

Number 2

### 1997 SIA Fall Tour ALEXANDRIA, LOUISIANA – OCTOBER 2-5

**T**his year's fall tour of Central Louisiana will be hosted by the Louisiana Forestry Association. A full itinerary is scheduled, reflective of the many sides of the state's industry and culture. The SIA will tour plantations, a cotton gin, a sugar mill, a cannery, and a wide variety of active and historic lumber mills and wood-processing facilities.

Since it was settled in the early 18th century, Louisiana has developed and retained a French Creole flavor in its architecture, cuisine, and holidays. Its geography and climate promoted the plantation system of agriculture with cotton and sugar as important crops. The lumber industry developed after the Civil War and reached its height about 1920. Louisiana was known for its virgin stands of yellow pine, transported to mills via the railroad and waterways.

Thursday's evening reception in Alexandria will be at the **Hotel Bentley** (NR, 1908), known as the "Waldorf of the Red River" and the "Biltmore of the Bayous." Friday's process tours begin at **Dresser Industries**, which produces safety relief valves for the petroleum and chemical industries. **Martco Plywood Mill** is a state-of-the-art facility producing 4'x8' plywood. Here SIAers will learn about lily pads and watch logs turned into veneer. The **Rodemacher Electric Generating Plant** will be followed by a process tour of the **Baker Manufacturing Company**, makers of Melamine furniture for the US Postal Service. The **International Paper** plant near Alexandria converts pine chips to a pulp slurry

used to manufacture rolls of unbleached kraft linerboard.

Saturday features another full day of touring beginning with the **Allens Canning Plant**, canning everything from okra to jalapeno peppers and refried beans; fall is the season for sweet potatoes. The **Cheneyville Cotton Gin** will be at peak operation, separating cotton from seed. **Meeker Sugar Mill**, once the northernmost sugar mill in Louisiana and now abandoned, is scheduled as a photo stop. **Martco Oriented Strandboard Mill** produces a waferboard used for wall and roof sheathing. This was the first mill of its type to use southern hardwoods, grown at Martco's 400,000-acre plantation. Saturday's tour will end at the **Southern Forest Heritage Museum**, a 1910s sawmill, complete with skidders and steam locomotives. SIAers will have opportunity to explore the boiler house, planing mill, and the recently restored company store. The museum interprets sawmill community life in Louisiana. The evening finishes with a Creole banquet.

Three optional tours will be offered on Sunday. For those who cannot commit to a full day, Tour 1 is a half-day walking tour of downtown Alexandria focusing on architecture, bridges, and the historic Red River trade. Tour 2 travels to Natchitoches, the oldest town in the Louisiana Purchase, via three river plantations: Magnolia Plantation Archaeological Site, now a part of the newly formed Cane River Creole National Historic Park; Melrose Plantation, home to folk artist Clementine Hunter; and Kent

(continued on page 3)

Lauren Sickles-Taves photo.



The Martco Plywood Mill uses a sprinkler system to keep its timber moist before milling. The mill will be one of several Louisiana wood-products industries hosting SIA process tours this fall.



This 1919 Clyde Iron Works skidder, believed to be the only of its type in the U.S., is among the many artifacts that were abandoned at the Crowell & Spencer Lumber Co., now home of the Southern Forest Heritage Museum.

Henry V. Taves, Southern Forest Heritage Museum photo.



# In Search of Louisiana Sugar Mills

The SIAN article on Fulton Iron Company sugar mills (Summer 1996) has brought several inquiries about where to find historic sugar mills, especially in advance of the SIA fall tour to Louisiana. Allen Hess [SIA, Pittsford, NY] has been photographing industries along the banks of the Mississippi River since 1983. In the process he has become quite knowledgeable about Louisiana sugar mills. He has submitted an article about the **Caire & Graugnard Mill** upriver of Edgard, about 40 miles from New Orleans. Early October is the beginning of the grinding season, and SIA members are invited to visit the mill on their own either before or after the Fall Tour, calling mill foreman Eric Roussel in advance (504) 497-8500.

**S**ugar cane arrived in Louisiana about 1750, but the successful granulation of the juice was not achieved until 1795 by Etienne Boré on his plantation near the present site of Audubon Park in New Orleans. Louisiana has been known for its sugar industry since the 18th century, and in 1995 I was one of five photographers to contribute to the exhibition *Raising Cane* produced by the Historic New Orleans Collection to celebrate the 200th anniversary of sugar production in the state.

Sugar mills are one of the most intriguing mixes of nature and industry I have encountered. When the mill starts up in the fall, it bombards the senses with the sounds of water, fire, steam, and the metallic percussion of machinery mixed with the fragrance of steam, oil, sugar, and molasses. As my interest in the mills grew, I discovered that the Corliss engines that powered the crushing

rolles largely had been replaced by steam turbines, first introduced in the late 1930s. Few of the engines have survived, but in 1991 I discovered that the Caire & Graugnard Mill (Columbia Plantation), on the west bank of the Mississippi River, still was operating with two turbines and one Corliss engine.

J. B. C. Graugnard purchased the Columbia Plantation in 1876, and he erected the mill a year later. His son, J. B. Casimir Graugnard, Jr., runs the mill today. It is the only mill in Louisiana that manufacturers plantation-refined sugar, used mainly by confectioners. Eric Roussel, the engineer, is accustomed to having visitors and was not particularly surprised when I showed up unannounced to see his engine.

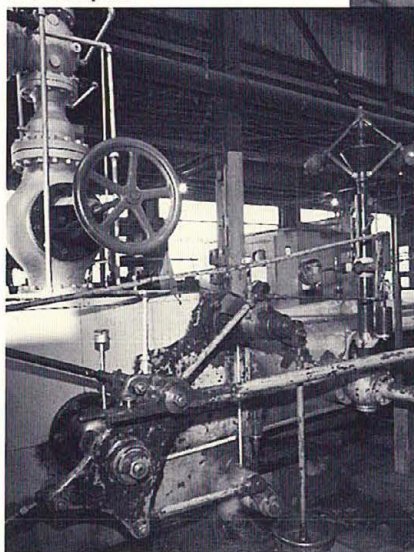
I returned in the fall of 1991 for several days of diligent photography in a confined and poorly lit space. I found myself watching and waiting for the sun to travel across the sky and illuminate the engine through the windows and green skylights. Those moments were fleeting. As I photographed one view, I would see the light reveal another and then be gone. I would have to try that one the next day or the next year. I had to improvise the means to make time exposures even though the floor beneath me was shaking. I photographed for three more years and each was better than the last. To see, hear, feel, and smell the mill and Corliss engine in operation is an experience that cannot be replicated.

Allen Hess

## Fifth Historic Bridges Conference

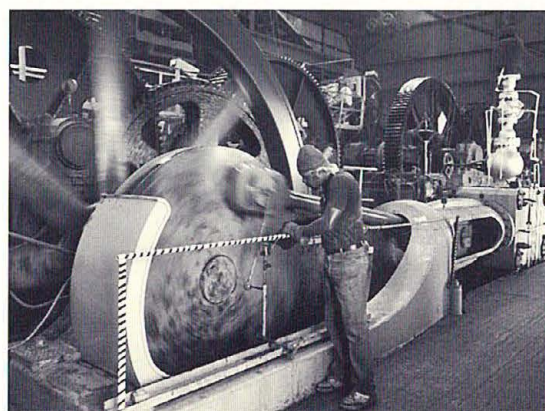
**T**he history and restoration of covered bridges and suspension bridges will be the dual themes of a conference to be held October 23-24, sponsored by the University of Cincinnati Civil Engineering Department and the Cincinnati Section of the American Society of Civil Engineers. The conference will convene at the Cincinnati Museum Center (1301 Western Ave.) on Thursday afternoon. A tour of the Covington-Cincinnati Suspension Bridge will be followed by an evening banquet. The dinner speaker will address the reconstruction of the bridge in the 1890s. Papers on Friday will cover both traditional and state-of-the-art covered-bridge restoration methodologies including the use of fiber-reinforced plastic; 19th-century cable-stayed bridges in Texas; restoration of the 1849 Wheeling Suspension Bridge; and John Roebling's design for the Covington-Cincinnati Suspension Bridge. Info: David Simmons, Ohio Historical Society, 1982 Velma St., Columbus, OH 43211-2497; (614) 297-2365. ■

Allen Hess photo.



**ABOVE:** The Corliss engine was built by the Fulton Iron Works of St. Louis in 1928 and installed at the Caire & Graugnard Mill in 1964. It is one of the few plantation sugar mills in Louisiana still operating.

**LEFT:** The Corliss engine's bore and stroke are 30" and 60". At 75 rpm, it is capable of developing 800 hp with steam at 125 psi.



The engine is tended by an oiler. The fly-wheel is 20' in diameter and weighs 25 tons.

Allen Hess photo.



# SIA China Study Tour

April 22 to May 6, 1998

**T**he SIA will make its first visit to Asia with a study tour of Chinese industry. Throughout the ages, China's industry and technology have both amazed and perplexed Western observers. SIA's tour will explore centuries of Chinese industrial history, from the 2,500-year-old copper mines and furnaces in Wuhan to the steam-locomotive marshaling yard in Harbin.

The tour will begin in the ancient and modern capital of Beijing, with stops planned at a jeep factory, a coal mine, unrestored sections of the Great Wall, and the city's water-supply reservoir. The trip continues to Harbin to view a steam-turbine plant, the rail yards, and the central heating and tunneling systems, and on to Wuhan for the Tonglushan Copper Mine followed by the Gezhouba Dam on the Yangtze River. In Nanning, participants will view silk production, the Meishan Iron Factory, and the great Yangtze River Bridge. The tour will end in Shanghai with stops planned at a bicycle factory and the Pudong Industrial Development Region.

Walter Sheppe [SIA] is coordinating the tour, with travel planning by Academic Travel Abroad (ATA). Walter recently completed a tour of China, and he has worked with ATA to gain access to many industrial sites not normally shown to outside visitors. The group will be greeted and guided by specialists in the field, from an industrial historian at the Harbin Institute of Technology and local factory managers in Shanghai, to civil engineers working on the country's burgeoning transportation infrastructure.

The 15-day program is open only to SIA members. The price of \$4,595 includes accommodations in 3-star hotels, based on two persons sharing a bath; round-trip airfare from San Francisco to Beijing and return from Shanghai; three meals daily; and all activities, lectures, visits, and field trips.

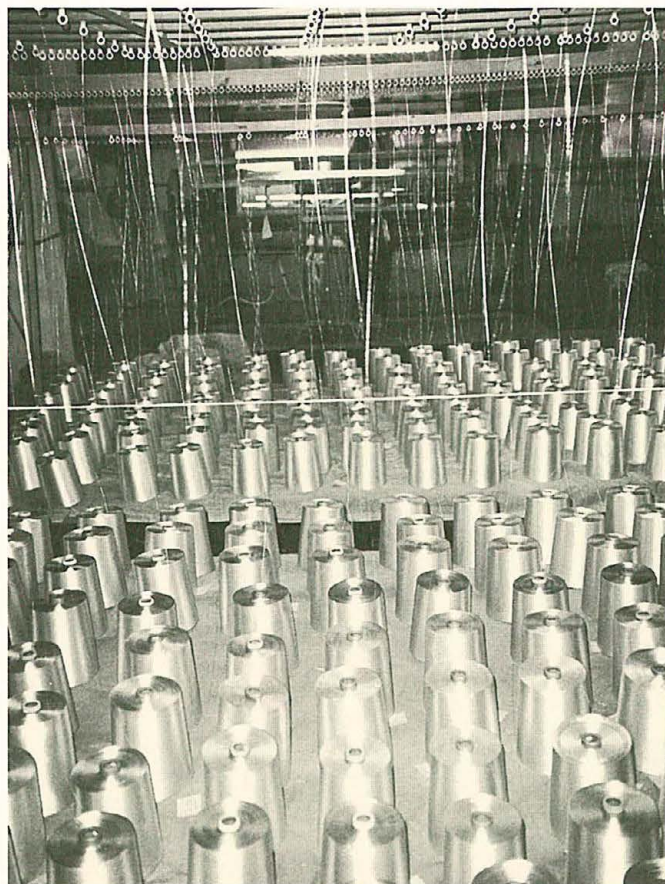
Brochures will be mailed to all SIA members during the summer. For more info contact Walter Sheppe, 281 Stonearch Dr., Akron, OH 44307; (330) 762-0623; fax 972-8445; or ATA, 1-800-556-7986. ■

## 1997 SIA FALL TOUR

ALEXANDRIA, LOUISIANA – OCTOBER 2-5

(continued from page 1)

House Plantation. Highlights include Louisiana's oldest surviving cotton gin, bousillage architecture, and sugar making. Tour 3 features an in-depth tour of the U.S. Army Corps of Engineer's facilities on the Mississippi River, including the largest prefabricated power plant in the world. The navigation lock reportedly is the only one in the U.S. combined with a drawbridge. This technology does not run smoothly without an indispensable bicycle: come learn why! Info: Lauren B. Sickles-Taves, Box 597, Natchitoches, LA 71458; (318) 352-5747; fax 352-6619; email: [taves@cp-tel.net](mailto:taves@cp-tel.net); OR Sonie Milton, 2906 Hwy 457, Alexandria, LA 71302; (318) 442-0026. Registration brochures will be mailed to all SIA members during the summer. ■



Walter Sheppe photo.

A silk mill will be one of the stops on the 1998 SIA study tour of China's industrial heritage.

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



The Art-Deco factory is the home of Indianapolis's Diamond Chain, a manufacturer of roller chains for various industrial uses. Established in 1890, it supplied chain to the Wright Brothers for their early aircraft. The facility is expected to be one of several process tours during the 1998 Annual Conference. Info: William McNiece, 5250 N. Pennsylvania St., Indianapolis, IN 46220-3057; (317) 274-8222; e-mail: [wmcniece@iupui.edu](mailto:wmcniece@iupui.edu).



# Charles K. Hyde

## Recognized for Efforts to Record Detroit's IA

In December, SIA-member Charles K. Hyde was profiled in a full-page feature article by *The Detroit Free Press* for his efforts to record the city's industrial history. It is always welcome news when one of the SIA's members is recognized by his community. Charlie has been a longtime contributor to the *SIAN* and *IA*. A portion of the article, "When Buildings Die, He's the Coroner: Archeologist Records Structures' Pasts to Preserve Their Memories on Paper," is reprinted here – well, just because Charlie has such a colorful way of expressing his love of IA

Over the past 15 years Hyde has attended the demise of numerous Detroit structures including the old Davison Freeway, the St. Clair Tunnel, the Tuller Hotel, Olympia Arena, and Dodge Main. Within months of his last rites [recording the structures], they were demolished by their owners, often making way for something modern and functional.

Hyde, who for 22 years has been a history professor at Wayne State University, takes a good deal of ribbing from his colleagues about his pursuit. "They call me the industrial Jack Kevorkian and say the buildings tremble when I walk over the threshold, knowing their hour is near," Hyde says. "I don't help buildings die. I'm more like the medical examiner. I inspect the dead body before it is hauled away," he adds. Still, he admits taking an almost ghoulish interest in some of his structures. "I was fascinated by Dodge Main," he says. "I spent two months rambling around there before they started tearing it down. They spent nearly a year whacking at it until it came down. I'd go back and watch."

The quest for knowledge motivates Hyde. He says that the eight-story, 6-million-square-foot Dodge Brothers' factory provided jobs for 30,000 workers during World War II, most of them recent Polish immigrants. In its waning years, the plant was a melting pot of races, languages, and lifestyles. "I created a whole slide show out of graffiti from the bathrooms," he adds with a playful wink.

"Charlie is an outstanding professor," says one of his colleagues, Philip Mason, distinguished professor of history at WSU. "He's one of the great scholars that we have at Wayne, because he takes the time to do the detailed research. He can tell his students fascinating stories about the buildings, the people who work there, the impact that these structures have had on our lives and our economy."

But the pursuit of fresh knowledge can be dangerous. Over the years he's had terra cotta fall close to his head, been threatened



Charles Hyde stands amid the rubble of the Gleaners Temple, which stood at Palmer and Woodward in Detroit.

by homeless people living in the abandoned dwellings, risked radiation exposure in condemned structures, nearly fallen through water-damaged floors, shocked himself by uncovering the skeleton of a dead homeless man and gotten dizzy from inhaling dust from pigeon droppings.

He takes a hard hat, breathing mask, flashlight and sturdy boots on his prowls. He seldom takes friends or students along, so he can concentrate fully on his work. "I document the ugly buildings," he says, "the orphans of architecture. So a student 30 or 40 years from now can find out what used to be here." ■

## IA EXHIBITS

**Baltimore Museum of Industry** recently received a large grant from Alonzo G. Decker, Jr., chairman of the Black & Decker Corp., to unveil the new Maryland Milestone Gallery. The gallery features exhibits of the many inventions and "firsts" that Marylanders have contributed to the industrial heritage. From the first gaslight to the first airborne radar, the exhibit features the state's part in the industrial revolution. Among the milestones is a Black & Decker exhibit highlighting the first electric hand drill (1910), the prototype of most modern power tools.

**"Saddletrees Have No Leaves."** The Kentucky Horse Park's International Museum of the Horse in Lexington is featuring an exhibit of saddletrees crafted at the Ben Schroeder Saddle Tree Co. in Madison, IN. The exhibit also includes rare hand tools and a variety of other products including block and bent-wood stirrups, pack-saddle frames, and hames for horse collars. Info: Kentucky Horse Park, 4089 Iron Works Pike, Lexington, KY 40511; (609) 259-4247.

**"Henry Dreyfuss Directing Design: The Industrial Designer and His Work."** Through August, the Cooper-Hewitt, the Smithsonian's National Design Museum in New York City is featuring an exhibit of photographs, illustrations, and artifacts of the work of Henry Dreyfuss, a pioneer of industrial design in America. Whether it was GE's Flat-Top refrigerator or Sears, Roebuck & Company's Toperator washing machine, Dreyfuss sought to make such machinery more useful and appealing. Info: Cooper-Hewitt, 2 East 91st St., New York, NY 10128-0669; (212) 860-6963. ■

### CONTRIBUTORS TO THIS ISSUE

Dean Herrin, Washington, DC; Allen Hess, Pittsford NY; Charles K. Hyde, Detroit, MI; Joe Macasek, Morristown NJ; Pat Martin, Houghton MI; Mary McCahon, Burlington NJ; Bill McNiece, Indianapolis, IN; Carol Poh Miller, Cleveland OH; Fred Quivik, Froid, MT; Walter Sheppe, Akron OH; Lauren Sickles-Taves, Natchitoches, LA; David Simmons, Columbus OH; Robert Vogel, Washington DC.

With thanks





# SOCIETY FOR INDUSTRIAL ARCHEOLOGY NEWSLetter

## PUBLICATIONS OF INTEREST

A Supplement to Vol. 26, No. 2

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COMPILED BY

Mary Habstritt, New York, NY; Patrick Harshbarger, SIAN editor.

### GENERAL STUDIES

- Mark Aldrich. **Safety First: Technology, Labor, and Business in the Building of American Work Safety, 1870-1939.** Johns Hopkins Univ. Pr. (Baltimore), 1997. 440 pp., ill., \$40. An economist and former OSHA investigator describes the increasing dangers of industrial work in the late 19th century resulting from changes in technology and a legal system that minimized employers' responsibility for accidents.
- Peter Dear, ed. **The Scientific Enterprise in Early Modern Europe.** Univ. of Chicago Pr., 1996, cloth \$35, paper \$17.95. An anthology of readings from the journal *Isis*. Features articles on Galileo, Newton, Boyle, and others.
- Russell Flinchum. **Henry Dreyfuss, Industrial Designer: The Man in the Brown Suit.** Rizzoli Pub., 1997. \$55. The first thorough examination of the pioneer industrial designer's life. Avail. from Cooper-Hewitt, National Design Museum Shop, (212) 860-6878.
- Thomas L. Hankins and Robert J. Silverman, eds. **Instruments and the Imagination.** Princeton Univ. Pr., 1995. 337 pp., ill., \$39.50. The history of scientific instruments including telescopes, microscopes, air pumps, and automatic recording instruments. Focus on artifacts as clues to the intellectual development of professional science from the 17th to the 19th century. Rev: *T&C* (Jan. 1997), pp. 233.
- Jane Holtz Kay. **Moving in the Right Direction.** *Preservation* (May/June 1997), pp. 52-61. Considers highway policy, especially the debate over the renewal of ISTEA legislation, and its impact on historic preservation.
- Walter Licht. **Industrializing America: The Nineteenth Century.** Johns Hopkins Univ. Pr. (Baltimore), 1995. 219 pp., bibl., ind., \$39 hardcover, \$14 paper. A sweeping overview in the form of a readable narrative geared to undergraduate teaching. Rev.: *T&C* (Oct. 1996), p. 838.
- Brian O'Donnell. **Memory and Hope: Four Local Museums in Mill Towns of the Industrial Northeast.** *T&C* (Oct. 1996), pp. 817-827. A scholarly consideration of the strengths and weaknesses of industrial history in museums at Waterbury CT, Lawrence MA, Lynn MA, and Troy-Cohoes NY.
- Todd Shallot. **Structures in the Stream: Water, Science, and the Rise of the U.S. Army Corps of Engineers.** Univ. of Texas Pr. (Austin), 1994. 275 pp., ill., tables, notes, bibl., index, \$35 hardcover. A history of the 19th-century origins of the Corps

focusing on engineering as a bureaucracy with a biographical approach. Rev.: *T&C* (Oct. 1996), p. 842.

### RAILROADS

- Margaret T. Anderson. **Guide to the Corporate Record Collection of the C&O Railway Co. and the C&O Historical Society.** 1996. C&O Hist. Soc., Box 79, Clifton Forge, VA 24422; (540) 862-0067.
- Richard C. Barrett. **Boston's Depots and Terminals: A History of Boston's Downtown Railroad Stations.** Railroad Research Pub. (3400 Ridge Rd. W., Suite 5-266, Rochester NY 14626), ca. 1996. 240 pp., photos, ill., \$57.95 ppd. Chronicles the history of over 30 railroad stations that have served Boston since 1834.
- Curt Bianchi. **Geared Habitat: Washington's Mt. Ranier Scenic Railroad.** *L&RP* (Jan./Feb. 1997), pp. 38-45. Review of Mt. Ranier Scenic Railroad, which since the early 1980s has been the only place where there are operating examples of each of the three major geared locomotive designs: Shay, Climax, and Heisler.
- Saul Engelbourg & Leonard Bushkoff. **The Man Who Found Money: John Stewart Kennedy and the Financing of the Western Railroads.** Michigan State Univ. Pr. (Lansing), 1996. 257 pp. \$34.95. The career of financier John S. Kennedy; describes his critical role in the acquisition of the St. Paul & Pacific RR by James J. Hill, Norman Kittson, Donald Smith, and George Stephen. Kennedy became a fifth partner in the association that wrote one of the most incredible success stories in American economic history by making the bankrupt railroad work, generating a fortune, building the Canadian Pacific with the proceeds, and then creating the Great Northern Railway on top of that. Rev.: *Minnesota History* (Winter 1996/97), pp. 178-79.
- Frederick C. Gamst, ed. **Early American Railroads, Franz Anton Ritter von Gerstner's "Die innern Communicationen" (1842-43).** Stanford Univ. Pr., 1997. 904 pp., ill., map, \$95. The first English translation of a monumental account of American railroads and canals in the years 1838-39. Von Gerstner was Europe's leading authority on railroad construction, and he conducted his study at the behest of the Russian government. The work has been recognized as by far the most comprehensive and detailed on the development, construction, finance, and operation of early American railroads



- including, for example, virtually every technique for constructing various types of track, explained and illustrated by line drawings.
- H. Roger Grant. **The North Western: A History of the Chicago & North Western Rail System.** N. Ill. Univ. Pr. (Dekalb; 815-753-1075), 1996. 296 pp., illus., \$49.95. An in-depth history of the North Western, from its founding in 1848 to its takeover by the Union Pacific in 1995.
  - John Gruber. **Landscape Photographers on the Pennsylvania RR.** *R&LHS Newsletter* (Fall 1996). A brief history of landscape photographers who worked for the PRR from the mid-19th century to the early 20th.
  - John Gruber. **Railroad Photography: A Vast, Creative Field.** *Vintage Rails* (Spring 1997), pp. 62-73; 85-91. A history of railroad photography and its varied promotional uses by rail companies.
  - John Hankey. **History at Harpers Ferry.** *Vintage Rails* (Fall 1996), pp. 46-57, 90-93. A history of the B&O and its Potomac River crossing at Harpers Ferry, WV.
  - Cornelius Hack. **Passing the 75th Milepost.** *R&LHS Newsletter* (Fall 1996). A 75th anniversary history of the Railway & Locomotive Historical Society.
  - Richard L. Hillman. **Glover Steam Locomotives: The South's Last Steam Builder.** Heimburger House Pub. Co. (7236 W. Madison St., Forest Park, IL 60130), 1996. 128 pp., ill., \$42.95 ppd. Chronicles the history of a small Marietta, GA, manufacturer of steam locomotives from 1902 to 1930.
  - Tony Hiss. **The Ideal City.** *Preservation* (Jan./Feb. 1997), pp. 34-36. A look at efforts to preserve American railroad stations, and the role old stations can play in urban revitalization.
  - Clifton E. Hull & William A. Pollard. **The Dardanelle & Russellville Railroad.** Univ. of Central Ark. Press (Conway), 1994. 536 pp., ill. \$69.95. An extensively documented history of the Arkansas short line in operation for over 110 years. Rev.: *IA* (1995,2), p. 83.
  - **Inventory of the Photographs/Records of the Denver & Rio Grande Railroad/Denver & Rio Grande Western Railroad.** Colorado Historical Society (Denver), 1996. Info: Keith Schrum, CHS, 1300 Broadway, Denver, CO 80203; (303) 866-4602.
  - Scott Molloy. **Trolley Wars: Streetcar Workers on the Line.** Smithsonian Pr., 1996. 238 pp., ill., cloth, \$36.50. A labor history case study of street railway service in Rhode Island. Rev: *T&C* (Jan. 1997), p. 255
  - Kenneth W. Noe. **Southwestern Virginia's Railroad: Modernization and the Sectional Crisis.** Univ. of Illinois Pr. (Urbana), 1994. 221 pp., tables, notes, bibl., \$27.95. The history and impact of the Virginia & Tennessee RR on southwestern Virginia, 1848-1865. Rev: *T&C* (Apr. 1996), p. 360.
  - Michael Peterson. **Josiah White's Gravity Railway.** *I&T* (Spring 1997), pp. 48-55. A history of the railroad built at Mauch Chunk, PA, in 1826-27.
  - Robert C. Post. **Renaissance Man: An Interview with George Krambles.** *RRH* (Autumn 1996), pp. 69-91. Interview with a 40-yr. employee and former executive director of the Chicago Transit Authority.
  - Janet Greenstein Potter. **"Innovative Railroad Stations of the 1940s."** *Vintage Rails* (Fall 1996), pp. 36-45, 86-89.
  - **Railway Museum Quarterly.** Assoc. of Railway Museums (ARM Circulation, Box 3311, City of Industry, CA 91744-0311). \$15/yr. The new publication is an expanded version of the association's newsletter featuring a new look and expanded content to appeal to a broader range of railroad enthusiasts. Features news of new exhibits and restoration projects at railroad museums, issues facing railroad preservation efforts, and the continuing story of railway preservation in North America.
  - Robert B. Shaw. **A Brief History of the New York, Ontario & Western RR.** *RRH* (Autumn 1996), pp. 107-131.
  - Anthony W. Thompson & Robert J. Church, eds. **Railroad History in Photographs.** Signature Press (11508 Green Rd., Wilton, CA 95693), 1996. 80 pp., photos, \$19.95. Captures over 150 yrs. of railroading in North America in historic photographs. Published as a fund-raiser for the Railway & Locomotive Hist. Soc.
  - Augustus J. Veenendaal, Jr. **Slow Train to Paradise: How Dutch Investment Helped Build American Railroads.** Stanford Univ. Pr., 1996. \$45.
  - John H. White. **Saturated Steam: On the Underwater Recovery of Locomotives.** *R&LHS Newsletter* (Winter 1997), pp. 1-2.
  - Jim Wrin. **Milepost 100 for Spencer Shops.** *L&RP* (Jan.-Feb. 1997), pp. 4-5. Celebrates the North Carolina Transportation Museum's grand re-opening of its roundhouse on the 100th anniversary of the Southern Railway's shop complex.
  - Kyle Wyatt. **The First Diesel Electric Locomotive.** *R&LHS Newsletter* (Fall 1996). A brief history of the failure of the Southern Pacific's 1905 diesel-electric locomotive.
  - Jim Ziegler. **Snow Sheds and Fences.** *L&RP* (Jan./Feb. 1997), pp. 24-29. A brief and scholarly history of the construction and development of snow sheds and fences in North America.

## **WATER TRANSPORT AND RECLAMATION**

- John M. Barry. **Eads vs. the Mississippi River and the Army.** *I&T* (Summer 1997), pp. 12-21. Describes the efforts of James B. Eads to build a system of jetties at the mouth of the Mississippi River during the 1870s.
- Thomas R. Heinrich. **Ships for the Seven Seas: Business, Labor, and New Technologies in the Philadelphia Shipbuilding Industry.** Johns Hopkins Univ. Pr. (Baltimore), 1996. 288 pp., ill. \$32. Between the Civil War and World War I, Philadelphia was a vital center of American shipbuilding. Sustained by a skilled work force and the Pennsylvania iron and steel industry, Philadelphia shipbuilders negotiated the transition from wooden to iron hull construction earlier, and far more easily, than most builders.
- Frederic D. Schwarz. **Dry Cell.** *I&T* (Summer 1997), pp. 8-9. Describes the coffer dam used during the archeological excavation of the Belle, a 300-year-old shipwreck off the coast of Texas.
- Jerry E. Strahan. **Andrew Jackson Higgins and the Boats that Won World War II.** Louisiana State Univ. Pr. (Baton Rouge), 1994. 382 pp., ill., notes, bibl., \$29.95. A biography of the premier American designer and builder of small boats, 1920s to 1940s, best known for the design of shallow-draft amphibious landing craft. Rev.: *T&C* (Oct. 1996), p. 858.
- Peter Way. **Common Labor: Workers and the Digging of**



**North American Canals, 1780-1860.** John Hopkins Univ. Pr. (Baltimore), 1996. 304 pp., paper, \$13. A study of the laborers who built the canals using simple tools and brute strength.

## POWER GENERATION

- T. Lindsay Baker. **A Product History of the Goodhue Windmills.** *Windmill's Gazette* (Spring 1997), pp. 5-7, ill. The history of the manufacture of a popular type of windmill from the 1870s to the 1930s. *Windmill's Gazette* is a quarterly. \$15/yr. Back issues \$5. Avail: T. Lindsay Baker, ed., Box 507, Rio Vista, TX 76093.
- Paul Hannah. **Wind Farms of the UK.** British Wind Energy Assoc. (London), 1996 (ISBN 1-870064-26-7). 106 pp., ill. A tourist guidebook to large wind generators in Great Britain. Rev: *Windmill's Gazette* (Spring 1997), p. 8.
- Dennis Howe. **Historic Hydroelectric Photos to Be Conserved.** *SIA New England Chapters Newsletter* (v. 17, no. 21), 1997, pp. 3-5. Over 400 photographs of the Sewall's Falls hydropower station (1893-1966) have been donated to the New Hampshire Historical Society.

## COMMUNICATIONS

- George Mannes. **The Birth of Cable TV.** *I&T* (Fall 96), pp. 42-50.
- Andre Millard. **America on Record: A History of Recorded Sound.** Cambridge Univ. Pr., 1995. 413 pp., ill., notes, hardcover \$59.95, softcover \$17.95. A history of the technology and industrial production of recorded music from the late 19th century to the present. Rev: *T&C* (Jan. 1997), p. 256.

## BRIDGED & DAMS

- Frederick Allen. **Tending the Bridge.** *I&T* (Summer 1997), pp. 6-7. Features the 1916 Torry Island swing span, a stop on the SIA Fall Tour to Florida.
- James L. Garvin. **Historic Bridge at Risk in NH.** Details efforts to preserve the Patterson Hill Road Bridge, a steel truss built in 1915 by engineer John W. Storrs of Concord. Vic Rolando. **Stone Arch Bridges Make News In MA.** The condition of stone arch railroad bridges over the Westfield River near Stockbridge. Michael Raber. **Vernacular Bridge and Hydropower Engineering Documented in CT.** HAER documentation of the ca. 1830 Depot Road stone arch bridge and Coventry Satinet Manufactory tailrace system in Coventry. *SIA New England Chapters Newsletter* (v. 17, no. 21), 1997, pp. 4-8.

## STRUCTURES AND BUILDING TECHNOLOGY

- Lindy Biggs. **The Rational Factory: Architecture, Technology, and Work in America's Age of Mass Production.** Johns Hopkins Univ. Pr. (Baltimore), 1996. 224 pp., ill., \$40. Based on the thesis that turn-of-the-century engineers and architects recast the factory in the image of the machine. Examines attempts to rationalize the factory and the system's impact on those who worked under it.
- Robert Bruegmann. **The Architects and the City: Holabird & Roche of Chicago, 1880-1918.** Univ. of Chicago Pr., 1997. 248 pp., ill., cloth, \$65. With projects that ranged from tombstones to skyscrapers, boiler rooms to entire industrial complexes, H&R left an indelible stamp on Chicago.

- Ronald Buckler. **A Hidden Wonder of the World.** *I&T* (Spring 1997), pp. 40-47. A history of the atrium dome of the West Baden Springs Hotel, Salem, IN. Built in 1902, it was the largest unsupported dome in the world.
- John A. Jakle, et. al. **The Motel in America.** Johns Hopkins Univ. Pr. (Baltimore), 1996. 448 pp., maps, photos, \$27. An entertaining look at the history, architecture, business, and growth of motels.
- Sara Bradford Landau and Carl W. Condit. **The Rise of the New York Skyscraper, 1865-1913.** Yale Univ. Pr. (New Haven; 1-800-777-9523), 1996. 496 pp., ill., \$50.
- Thomas J. Noel. **Buildings of Colorado.** Oxford Univ. Pr. (New York; 1-800-451-7556), 1997. 688 pp., 450 photos, drawings, maps, \$36. The architectural history of Colorado from its Native American origins to modern industrial centers and vacation spots. Includes sections on mining camps and boomtowns.
- Maureen Ogle. **All the Modern Conveniences: American Household Plumbing, 1840-1890.** Johns Hopkins Univ. Pr. (Baltimore), 1996. 232 pp., 32 ill., \$32. Explores the reasons behind the widespread adoption of indoor plumbing, showing that the demand was prompted more by an emerging middle-class culture of convenience than fears of poor sanitation.
- Allan D. Wallis. **Wheel Estate: The Rise and Decline of Mobile Homes.** Johns Hopkins Univ. Pr. (Baltimore), 1997. 283 pp., photos, paper, \$14.

## IRON AND STEEL

- Battle of Homestead Commemorative Site Committee, **Report and Recommendations of an Interpretive Conference.** Committee at Battle of Homestead Site (Box 11421, Pittsburgh, PA 15238), 1996. 120 pp., photos, \$6.50 ppd. Report of a conference held at the site of the 1892 confrontation between workers and Pinkerton guards at Carnegie Steel in Homestead. The committee seeks to establish a labor museum in the restored pump house at the battle site. Report includes summary reports by historians, preservation and labor studies experts, and former steelworkers.
- Greg Galer. **Gaining Insight into New England Iron Industry.** *SIA New England Chapters Newsletter* (v. 17, no. 21), 1997, pp. 9-10. Describes study of Ames Ironworks (1832-1871) at Falls Village, CT.
- David Kuchta. **Memoirs of a Steelworker.** Canal History & Tech. Pr. (National Canal Museum, 30 Centre Square, Easton, PA 18042), 1997. 117 pp., photos, paper, \$17.45 ppd. The author worked for 40 years in many different locations and several capacities throughout the home plant of the Bethlehem Steel Corp. A rare book that offers an immensely readable, very personal story of what it is like to work in a steel mill.
- Ibironke O. Lawal. **Metalworking in Africa South of the Sahara: An Annotated Bibliography.** Greenwood Pr. (Westport, CT), 1995. 270 pp., ind., cloth, \$79.50. Indexes more than 2,700 articles from various literatures including archeology, history, and anthropology. Rev: *T&C* (Jan. 1997), p. 241.

## TEXTILES

- Arnold Burke. **Trial by Fire.** *Preservation* (Nov.-Dec. 1996), pp. 74-78. Discusses efforts to preserve and rebuild the

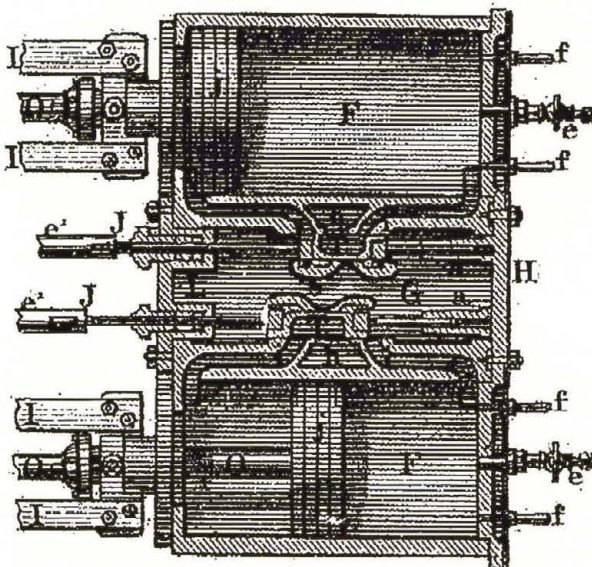


Malden Mills complex in Lawrence-Methuen, MA, after the recent fire. Founded in the 1860s to produce woollens, the mills now produce flock upholstery and synthetic-pile fabric.

- Douglas Flaming. **Creating the Modern South: Millhands and Managers in Dalton, GA, 1884-1984.** Univ. of NC Pr. (Chapel Hill), 1993. 433 pp., ill., tables, cloth, \$42.50. Focus on the Crown Cotton Mill. Rev: *T&C* (Jan. 1997), p. 253.

## LOGGING AND LUMBERING

- Frederick Allen. **The Old Mill.** *I&T* (Spring 1997), pp. 6-7. A brief history of the operating stream-powered Hull-Oakes Lumber Co., Monroe, OR. It stays in business by handling logs too big for modern saw mills.
- Broughton Lumber Co., **The Story of the Flume.** CamThomas (14381 SW Cherbrook Pl., Lake Oswego OR 97035), c1996. Video, 55 min., color and b&w with sound track, \$26.50 ppd. Documents the operations of a mill in Willard, WA, that operated from 1916 to 1986, following the log as it is processed through the mill and sent on its way down the flume to Underwood WA where the remanufacturing plant was located.
- Tom Farbo. **White Pine, Wobblies & Wannigans: A History of Potlatch Logging Camps, North Central Idaho, 1903-1986.** (Box 1297, Orofino, ID 83544), c1996. 356 pp., softcover, \$33.95 ppd. A detailed chronology and geography covering 185 logging camps operated by the Potlatch Logging Co.
- Merv Johnson. **Classic Steam Logging, In Search of Steam Donkeys.** (Box 219, Hillsboro, OR 97123; 1-800-821-8652), 1996. 280 pp., photos, plans, \$40 softcover, \$55 hardbound. Described as the very first book on the history of steam donkeys, machines used to haul logs in the woods.
- **Timber Times** (Box 219, Hillsboro, OR 97213), published quarterly, \$16/yr. This magazine is geared toward those interested in logging and lumbering history, as well as modeling for railroads. Latest issue features articles on the history of a Washington logging railroad and logging wagons. Lavishly illustrated, with many reprints from historic photographs and trade catalogues.



## MISC. INDUSTRIES

- Edward S. Cooke, Jr. **Making Furniture in Preindustrial America: The Social Economy of Newtown and Woodbury, CT.** Johns Hopkins Univ. Pr. (Baltimore), 1996. 304 pp., ill., \$36. Draws on documentary and artifactual sources to explore the producer, process, and style of furniture making, and why the social economy of two seemingly similar towns differed in the late colonial and early national periods.
- Mark Jeffrey Stern. **The Pottery Industry in Trenton: A Skilled Trade in Transition, 1850-1929.** Rutgers Univ. Press (New Brunswick, NJ), 1994. 306 pp. \$48. Rev: *T&C* (July 1996), p. 637.
- **The Tool Shed Treasury: The Best Articles on Antique Tool Collecting from Crafts.** Astragal Press (Box 239, Mendham, NJ 07945-0239; 201-543-3045; fax 543-3044), 1996. 176 pp., ill., softcover. \$22 ppd. A fully illustrated collection of 48 articles and stories on a wide variety of tools from 18th-century wood planes to tools of the wool and sheep industry.
- Terry A. White. **Henry W. Mason's Combustible Cartridge Shop.** *The Gun Report* (May 1997), pp. 16-31. Based on the day book entries of a gun-cartridge manufacturer in Coventry, CT, from 1871 to 1883.
- Don Peloubet, ed. **Wheelmaking.** Astragal Press (Box 239, Mendham, NJ 07945-0239; 201-543-3045; fax 543-3044), 1996. 248 p., illus, soft cover. \$33.45 ppd. A compilation of articles on carriage wheelmaking from journals published in America for the carriage industry. It chronicles an industry transformed, partly by a spate of new patented designs, but chiefly by the advent of power machinery and the mechanization of the wheelmaking process.
- R. A. Salaman. **Dictionary of Leather-Working Tools, c. 1700-1950, and the Tools of Allied Trades.** Astragal Press (Box 239, Mendham, NJ 07945-0239; 201-543-3045; fax 543-3044), reprint 1996. 400 p., ill., soft cover. \$41 ppd. The author's aim is to describe every tool used in the leather-working trades in Great Britain. A useful book for leatherworkers, tool collectors, and researchers.

## ABBREVIATIONS:

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



# 1997 SIA Election Results

The results of the SIA officers election were announced at the Annual Business Meeting, May 31, in Houghton, MI. Re-elected for terms of three years were Treasurer Nanci K. Batchelor and Secretary Richard K. Anderson, Jr. Elected to the Board of Directors for terms of three years were John D. Light and John M. Staicer. Elected to the Nominations Committee for a term of three years was Robert H. Casey.

A full review of the Annual Conference will appear in the Fall issue of the SIAN. ■

## SITES & STRUCTURES

**Bethlehem Steel and the Smithsonian Institution** have announced plans to collaborate on a proposed **National Museum of Industrial History** to be located in buildings of the former steel works in Bethlehem, PA. The Smithsonian will loan a collection of industrial artifacts to the new museum and advise on exhibit interpretation and design. The proposed museum will not be a branch of the Smithsonian, however. A separate not-for-profit museum corporation will be responsible for raising funds to create and operate the museum, which reportedly will be part of a family education and entertainment complex at the redeveloped 160-acre Bethlehem Steel plant, closed two years ago. Museum planners have asked the State of Pennsylvania to contribute half of the projected \$60M renovation costs. Some of the artifacts under consideration for loan include items now displayed in the Smithsonian's Arts and Industries Building, among them the Frick Eclipse portable steam engine (1877), the locomotive Jupiter (1876), Otis elevator (1875), and Nasmyth steam hammer (1839). A feasibility study has yet to be completed, and an opening date has not been set.

**1834 Railroad Roadbed Unearthed.** The Bluegrass RR Museum reported in a recent issue of *Railroad Museum Quarterly* the discovery of a section of roadbed from Kentucky's first railroad, the Lexington & Ohio, near Frankfort. The track, which consisted of strap-iron rails spiked to the top of limestone sills, was placed in 1834 and abandoned in 1850. It was recently unearthed during a construction project, revealing the placement of ballast under the sills and between the rails to provide footing for the draft animals that pulled the trains. The Kentucky Heritage Council was able to do an archeological dig and survey before construction continued. Some of the sills will be preserved at Frankfort's riverfront park.

**Durango & Silverton RR Sold.** First American Railways, an "entertainment-based passenger rail company" with headquarters in Hollywood, FL, purchased the NHL Durango & Silverton Narrow Gauge RR (D&SNG) in March for an estimated \$10M. Colorado's D&SNG operates a 45-mile track between the old western town of Durango and the 19th-century mining town of Silverton. It is considered one of the nation's premier scenic historic railways. The new owners announced that they hoped that the purchase of the D&SNG would generate substantial revenue well before they launched their Florida Fun Train, described by

## IN MEMORIAM

### William D. Smith 1947-1997

William D. Smith was a preservation planner with the Massachusetts Historical Commission and a ceaseless advocate for that state's many historic engineering sites and factories. Combining his background as a graduate of Northeastern University's engineering program with a passion for history, he was among the first state planners in the nation to specialize in the field of industrial history. Recognized by his peers as a leading authority on historic bridges, he was often turned to for advice, which he generously shared with many throughout the nation. Left a paraplegic as the result of an accident, he was an activist for improved accessibility to historic sites and museums. He served on several federal and state advisory committees on accessibility and contributed to numerous publications on the subject of compliance with the Americans with Disabilities Act. Bill was an active SIA member who did not let his disability keep him from full participation in the activities of the society. Many of us fondly remember that he and the membership did not let his wheelchair keep him from going where the rest of us went on the shop floors. Bill raised our collective consciousness in many ways. ■

some as an ocean cruise on rails. Perhaps this marks an expanding trend in railway preservation, the marketing and ownership of historic railways as part of a larger entertainment-based, for-profit, railroad passenger tourist industry.

### Fate of the RCA Nipper Building Debated in Camden, NJ.

Once home to RCA and its predecessor, the Victor Talking Machine Co., the one-block-square, brick factory building is famous for its tower with four large circular stained-glass windows depicting Nipper, RCA's trademark dog. Built between 1908 and 1916, the building is a landmark of Camden's Delaware River waterfront. Unoccupied since 1992 and left unprotected from vandals, for some time it appeared that the Nipper Building would be demolished like its industrial neighbors, the Campbell's Soup and Esterbrook Pen factories. But now the waterfront is being seen as a key to the city's rebirth, and redevelopment of the Nipper Building is being discussed as a serious possibility. Potential tenants include a museum of the history of sound.

**A Section of the Croton Aqueduct** near Ossining, NY, was opened to visitors for one day only on June 14. Visitors descended past an ancient but still-operable gate valve into the oval-shaped brick tube. The lucky few who had advance reservations were among the first people to view the inside of the aqueduct since it opened in 1842. The special viewing is part of an initiative by the Old Croton Trailway State Park and Friends of the Old Croton Aqueduct to revitalize one of the nation's great public works, built to deliver Croton River water to New York City. The focus of the initiative is completion of a 41-mile hiking and biking trailway on the route of the aqueduct. A free map is available. Send a self-addressed stamped business envelope to Old Croton Trailway State Park, 15 Walnut St., Dobbs Ferry, NY 10522. ■



**Amtrak's Historic Load Dispatcher's Center**, in service since 1933 at the 30th St. Station in Philadelphia, is being offered to a museum or other good home. The center oversees electrical operations between New York and Washington. The main monitoring device is a passive model board, which, with operator input, indicates status of the system with a series of colored pilot lights along a schematic system layout. The board was manufactured by Kellogg and has hundreds of lights, telephone relays, and several Leeds & Northrop recording wattmeters. Amtrak plans to replace it with a computerized system later this year. The equipment and display boards in the facility represent a historic monitoring and control system that should be preserved as an example of early Pennsylvania RR electrical power control. It could be set up as an interactive display for museum visitors. Information, photos, and a floor plan can be obtained from Robert Stewart, 1230 Copper Hill Road, West Suffield, CT 06093; (860) 668-2928; e-mail: 73071.3441@compuserve.com.

**HAER Project Records Pennsylvania Oil and Gas.** The Historic American Engineering Record (HAER), National Park Service, is mounting a summer field team documenting several surviving structures related to the oil and gas industry in north-west Pennsylvania. Field work began in May preparing large-format photography, measured drawings, and historical data of powerhouses and oil-pumping machinery. The project is in partnership with the Allegheny National Forest and the Institute for the History of Technology and IA at WV University. HAER is interested in learning of other sites and developing partnerships that could result in more documentation of the oil and gas industry. Info: Christopher Marston, HABS/HAER, Box 37127, Washington, DC 20013-7127; (202) 343-1018; e-mail: christopher\_marston@nps.gov.

**Lockwood Greene Engineering Drawings.** More than 5,000 engineering drawings that chart how an American consulting engineer dealt with changing technology in the 19th and 20th centuries now are in the collection of the Smithsonian's National Museum of American History. The archive was accumulated by Lockwood Greene, an engineering firm founded in Boston in 1832, and now with headquarters in Spartanburg, SC. The drawings, in mint condition, sat in a Boston warehouse since the 1940s. Included in the collection are 1890s designs for the Androscoggin textile mills in Lewiston, ME, and 1920s drawings for the Lincoln Highway in Lake County, IN. The collection will be open for public inspection after cataloging, expected to take about one year.

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. 2, August 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.

**The 4th Michigan RR History Conference** will be held Saturday, November 1, at the Lenawee County Historical Museum in Adrian. The conference features presentations and papers about the 160 years of achievement by Michigan's railroads beginning in 1837 with the Erie & Kalamazoo, whose northern terminus was Adrian. The featured speaker will be H. Roger Grant, a noted rail author. Info: Bob Cosgrove, MRHC Chairman, 1424 Iroquois Ave., Detroit, MI 48214-2716; (313) 499-3466.

**The National Preservation Institute** has announced its 1997-1998 schedule of seminars on the management and stewardship of cultural and historic resources, as well as compliance and contracting. These one- and two-day seminars are of interest to managers of historic structures, preservation and land-use planners, cultural-resource coordinators for government agencies and public utilities, community leaders, engineering and public-works professionals, and other specialists faced with integrating cultural and environmental resource management issues and compliance with federal regulations. Info: Jere Gibber, Box 1702, Alexandria, VA 22313; (202) 393-0038; e-mail: info@npi.org.

**Covered Bridge Festival.** Newport, NH, will host its annual festival, September 26-28. Inaugurated in 1995 as a way of celebrating the reconstruction of the Corbin Covered Bridge over the Sugar River, the festival since has grown to include an antique car and truck show, artisan demonstrations, and hot air balloons. Bridge fans may choose to enter town by rally routes that feature the region's numerous covered bridges. Info: 1997 Covered Bridge Festival, 355 Chandlers Mills Road, Newport, NH 03773; (603) 542-1520; fax 542-1903; e-mail: cargab921@aol.com.

**Avon Calling!** Avon Products, one of the oldest beauty-products companies in the U.S., has deposited its archives with the Hagley Museum and Library, Wilmington, DE. Avon traces its origins to the business of David H. McConnell, a late-19th-century bookseller, who found that his customers often preferred his promotional perfumes to his books. McConnell formulated a line of perfumes brewed in a pantry-size workroom in New York City, at the same time developing a national network of female sales agents. The company adopted the name Avon Products in 1939. The archive is now being processed and is scheduled to open for research in 1999. In other news, Hagley once again this year will sponsor its monthly research seminars on the history of business, technology, and society. The 1997-98 schedule features a wide range of issues concerning everything from the history of furniture to nuclear weapons. Papers are circulated in advance to seminar members. Info: Center for History, HML, Box 3630, Wilmington, DE 19807; (302) 658-2400.

**Southern Textile Mill Villages.** The records of the Alester G. Furman Co. of Greenville, SC, including many plat maps and loan applications documenting the sale of textile mill villages to mill workers, is now available at Clemson University Library. The Furman Co. acted as real estate broker for textile companies located in Alabama, Delaware, Georgia, North Carolina, South Carolina, and Tennessee and handled the sale of company-owned mill villages to workers from ca. 1945 to 1970. The sale of the mill villages marked a significant change in the relationship between the mill companies and their workers, while at the same time pro-



viding capital for renovation of the mills. The Clemson textile-history collection also includes the records of the Clifton Manufacturing Co. and the J. P. Stevens Co.

**Celebrate the Fifties in Wildwood, NJ.** The Society for Commerical Archeology (SCA) will celebrate its 20th anniversary at a conference held September 18-21 in Wildwood, NJ. Wildwood experienced a burst of growth during the 1950s, and the fins, boomerang roofs, and undulating balconies of its resort architecture provide the perfect setting for this celebration. Conference participants will combine learning and fun with morning papers presented by experts on 1950s architecture, followed by tours, amusements, and dancing. Afternoon and evening options will include architecture tours of Wildwood,

Cape May, and Atlantic City, and Wildwood's boardwalk and piers with their rides and amusements. On Saturday night, Main Street Wildwood will host the SCA's 20th birthday party and sock hop with live entertainment, dancing, and dinner 1950s-style. To receive a brochure, write or call Daniel Vieira, conference chair, 3290 Warrington Rd., Shaker Heights, OH 44120-3379; (216) 751-8288.

The Society is pleased to announce receipt of a 19th royalty check, for \$17.52, from sales of *Historical Archaeology: A Guide to Substantive and Theoretical Contributions*, edited by Robert L. Schuyler (\$29.95 + \$4 postage, Baywood Publishing Co., Inc., Amityville, NY 11701). ■

## CHAPTER NEWS

**Montgomery C. Meigs (Washington, DC).** On a clear and sunny day in April, thirty members explored rural IA in Frederick County, MD. Even though the county has always been identified with agriculture, various industries were quite prominent in the 19th century, including one of the first glassworks in the nation. Tour stops included the Utica Covered Bridge, currently undergoing repairs; Catoctin Iron Furnace, an 1850s stack on a site dating to 1776; three bridges listed on the National Register; limestone kilns in a historic quarry; and the Ceresville Flour Mill, a privately owned mill no longer operating, but intact with its equipment. Chapter members were informed of efforts to launch a survey of historic industrial sites in the county; anyone with information on industry in Frederick County, or interest in such a survey, is invited to call Dean Herrin (301) 696-0468 (home).

**Roebling (New York City)** toured Ellis Island in March. Included were buildings, such as the power house and medical clinics, not normally open to the public. The chapter continued its New York Harbor theme in May with a cruise on the Belle Ann Marie (1925), a Mississippi River sternwheeler, refitted with a diesel engine in 1958, and brought to New York from Vicksburg, MS, in

1991. The chapter traveled south from the Jersey City-Bayonne waterfront to the Raritan River, taking in numerous industrial sites along the way. An IA bike trip in Westchester County, NY, was something new for the chapter in May. The group biked the former right-of-way of the New York Central's Putnam Division, with several excursions to historic bridges.

**Oliver Evans (Philadelphia)** explored the archeological remains of Hibernia Iron Forge (ca. 1790-1870), just north of Coatesville, PA, in March. The group also stopped at the Newcomen Library and Museum of Steam Technology and Industrial History, north of Exton, to see the research library and over 50 electrically operated model and full-size steam engines. In April, the chapter heard Stuart Wells speak on the Girard Canal of the Schuylkill Navigation Co., and then took a guided tour of the locks, aqueducts, and tenders' houses. In May, the group went for a behind-the-scenes tour of the Southwest Water Pollution Control Plant and Biosolids Plant of the Philadelphia Water Company.

**Northern New England Chapter** held its spring meeting at the Belknap Mill in Laconia, NH, on May 17. The mill was a subject of the Norton-Prize-winning article by Mary Boswell in IA (v. 20, 1-2). The chapter also toured Star Specialty Knitting, the only remaining knitting mill in Laconia, and Allen Rogers, a wood-turning mill that still produces electricity by water power. ■

Sam Hopper photo.



As Meigs Chapter members look on, Dean Fitzgerald (center) explains the finer points of the rehabilitation of the Utica Covered Bridge.



## 1997

**September 5-12:** Association for Industrial Archeology Conference, New Castle, UK. The main conference is Sept. 5-6. Six days of tours to historic industrial sites follow, including lead mines, bridges, railroads, and quaysides. Info: David Alderton, 48 Quay St., Halesworth, Suffolk IP19 3EY, UK; phone 01-986-872343 (Conference brochure available from the SIAN editor).

**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](mailto:christopher_marston@nps.gov). (The tour is full but there is a waiting list).

**September 15-21:** Association of Railway Museums Conference, Seashore Trolley Museum, Kennebunkport, ME. A full week of activities, including tours and workshops on railway museum practice. Info: Seashore Trolley Museum, Box A, Kennebunkport, ME 04046.

**September 18-21:** Society for Commercial Archeology 20th Anniversary Conference, Wildwood, NJ. Info: Daniel Vieyra, 3290 Warrington Rd., Shaker Heights, OH 44120-3379; (216) 751-8288. (See article elsewhere in this issue).

**September 25-28:** World Turning Conference: Turning Toward the 21st Century, Philadelphia. Sponsored by the Wood Turning Center, the Philip and Muriel Berman Museum of Art, and the Winterthur Museum. Info: Susan Hagen, (215) 844-2188.

**September 26:** Three Rivers Chapter (SIA) Fall Symposium, Youngstown State University, Youngstown, OH. Symposium with reception and tours of industrial sites. Info: Jeff Drobney, Dept. of History, YSU, Youngstown, OH 44555; (330) 742-3452; or Lee Maddex, Inst. for the History of Tech. and IA, 1535 Mileground, Morgantown, WV 26505; (304) 293-3829; e-mail: [lmaddex@wvu.edu](mailto:lmaddex@wvu.edu).

**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](mailto:taves@cp-tel.net). (See feature article elsewhere in this issue).

**October 3:** Boys and Their Toys? Masculinity, Technology, and Work Conference, Hagley Museum and Library, Wilmington, DE. Info: Center for History, HML, Box 3630, Wilmington, DE 19807; (302) 658-2400; e-mail: [crl@udel.edu](mailto:crl@udel.edu).

**October 10-12:** Pennsylvania Canal Society, Fall Field Trip, Little Kanawh River, Parkersburg, WV. Program will be based at the historic Blennerhassett Hotel. Includes Friday evening orientation and all-day Saturday bus trip of the one-time canalized river. Guides will be Emory Kemp and Larry Seybold of WVU. Info: A.G. "Zip" Zimmerman, President, PA Canal Society, 1361 River Road Yardley, PA 19067. (215) 493-5525; fax (215) 321-8127.

**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.umich.edu/tc/SHOT>.

**October 17-19:** Council for Northeast Historical Archaeology (CNEHA) Annual Meeting, Altoona, PA. Features IA of Altoona and Johnstown. Info: Paula Zitzler, RD 2, Box 325, Williamsburg, PA 16693-9736; (814) 832-9224; e-mail: [paulaz1072@aol.com](mailto: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](mailto:dasimmons@ee.net).

**November 1:** 4th Michigan Railroad History Conference, Adrian, MI. Info: Robert W. Cosgrove, MRHC Chairman, 1424 Iroquois Ave., Detroit, MI 48214-2716; (313) 499-3466.

## 1998

**April 22-May 6:** SIA Study Tour of China. Info: Walter Sheppe, 281 Stonearch Dr., Akron, OH 44307; (330) 762-0623; fax 972-8445, or Academic Travel Abroad; (800) 556-7986.

**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](mailto:wmcniece@iupui.edu).

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Michigan Technological University  
Houghton MI 49931-1295

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