

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

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Spring 1998

Number 1

SIA's 14 DAYS OF SCOTLAND

CHRISTOPHER MARSTON TURNS A HIS WHIRLWIND REVIEW OF THE 1997 SIA STUDY TOUR

Last September's SIA Scotland Study Tour, initiated years ago by Hank Rentschler [SIA] as a follow up to the 1993 tour of England and Wales, happened to begin during a very momentous week in British history. The tour started just three days after the funeral of Princess Diana and, as it so happened, a day before the vote for the Devolution of the Scottish parliament from Westminster. Mark Watson, historic buildings inspector with Historic Scotland, led the tour and organized a thorough exploration of a full variety of IA, industrial architecture, and museums. We also had the assistance of Margaret Butcher, an experienced Scottish tour guide and geologist, representing Gray Dawes Travel Ltd.

Day 1: Forty-three SIA members met at the Roxburghe Hotel on historic Charlotte Square (designed by Robert Adam 1792, completed 1820) in the New Town of Edinburgh. Our first event was a ferry boat tour of the Firth of Forth, starting

Platt Brothers mules of 1873 in operation at the Dangerfield Mill in Hawick.



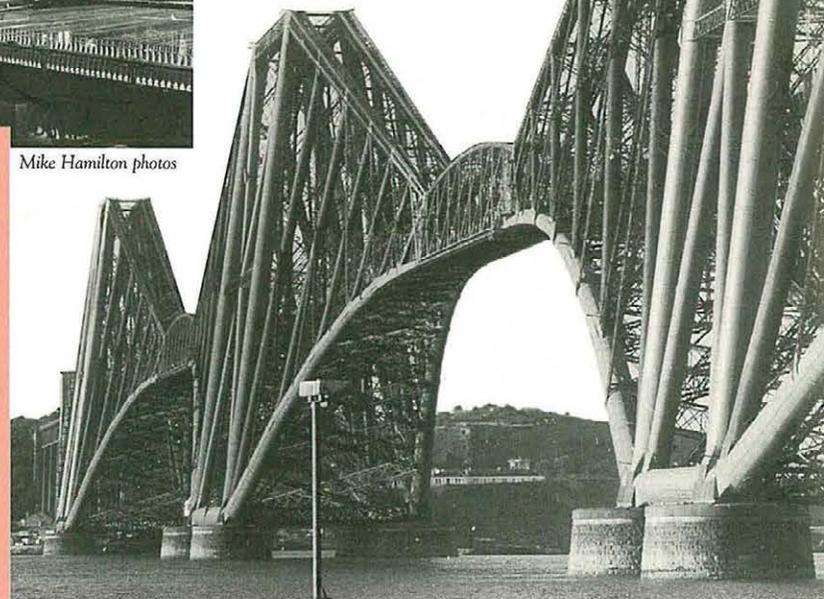
Mike Hamilton photos

Editor's Note: The Scotland Study Tour travel log has left this editor somewhat breathless at the pace of the 14-day tour and the geographic density of Scottish historic industrial sites. As the latest of an ongoing series of overseas study tours sponsored by the SIA, the Scotland tour provided its participants not only a chance to view another country's industrial heritage, but to put our own industrial heritage and preservation movement, for better or worse, in perspective. The SIA's upcoming *Whither IA Symposium*, Nov. 12-14 in Lowell (see P. 6) will offer members, among other agenda items, a welcome opportunity to reflect seriously on how we compare with what is being done overseas.

beneath the historic Firth of Forth Bridge (1882-90). It was a lovely clear night for a boat tour, with plenty of historic sites to ponder on either shore including the Forth Road Bridge (1964), a 3,300-ft.-span suspension bridge; Rosyth Royal Naval Dockyard; Charlestown Limekilns; Longannet Power Station; and the massive Grangemouth Oil Refinery (1924).

Day 2: We headed south through the Borders, a historic region of southern Scotland named for bordering England and renowned for its wool production. Our first stop was the mill town of Galashiels, also the hometown of our fine bus driver, Gordon Harper. We toured the Nether Mill (1804), featuring a restored Leffel waterwheel (1880). The firm dyes and weaves fine wool from Australia, cashmere and silk from China, and mohair from New Zealand. Nearby Selkirk features several mills spread below the hilltop town. The Whinfield Mill (1875)

(continued on page 2)



The Forth Bridge (1882-1890), a crest of Scotland's industrial greatness.

SIA's 14 DAYS OF SCOTLAND

Review of the 1997 Study Tour



Mark Watson photo

SIA's Scotland Tour group at the High Mill, Camperdown Works.

(continued from page 1)

displayed for us both its modern carding machines and 1920s Platt spinning mules working adjacent to modern Biallai mules – an impressive sight!

After a stop at the Forest Mill (1838), a small weaving concern, the final mill tour of the day featured high-end wool manufactured on both ancient and modern machinery at International Knitwear's Dangerfield Mill in Hawick. Mechanic John Cannon turned on their 1873 Platt Brothers mules, the first time they'd been activated in years. Next came a tour of Robert Smail's Printing Works, a family-run business operated from 1867 to 1986, and now a working museum of the National Trust of Scotland. We ended the day at the Traquair House (15th c.), the oldest continually inhabited house in Scotland, where we were met by the young laird, Catherine Maxwell-Stuart. We toured the in-house brewery, which uses the only oak mash tuns and coolers in Britain, and sampled the ales.

Day 3: The polls were open in Scotland. A democratic vote on the bus swayed Mark Watson to cast a "yes-yes" vote for Scotland to both devolve its parliament from Westminster, and collect

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. website: <http://www.ss.mtu.edu/IA/sia.html>

Mailing date for Vol. 27,1 (Spring 1998), April 1998. If you have not received an issue, apply to SIA-HQ (address above) for a replacement copy.

The SIA Newsletter welcomes material and correspondence from members, especially in the form of copy already digested and written! The usefulness and timeliness of the newsletter depends on you, the reader, as an important source of information and opinion.

TO CONTACT THE EDITOR: Patrick Harshbarger, Editor, SIA Newsletter, Box 45, Toughkenamon, PA 19374-0045; (610) 268-3899; e-mail: phsianews@aol.com.

some of its own taxes from the Scottish people. Thus, we began "Devolution Day" by crossing the Forth to visit Charlestown, Scotland's first planned industrial estate, founded in 1756 by Charles Bruce. The limekilns preserved here once were the largest in Europe, producing lime for everything from sweetening soil to making iron. The highlight at Dunfermline was visiting Andrew Carnegie's Birthplace, which preserves the steel baron's humble beginning (1837) in a weaver's cottage outfitted with a Jacquard hand loom. Traveling west to Clackmannanshire, we toured the Devon Cornish Beam Engine House (1865), built for the Devon Colliery, and recently renovated into a park ranger station. Half of the group visited Paton & Baldwin, the largest wool-spinning mills in Scotland, while the rest went to the Longannet Power Station, a Scottish Power facility on reclaimed land along the Forth.

Day 4: On our drive out of Edinburgh, we ventured down to the harbor of Leith, first investigating the National Museum of Scotland Stores at Granton. Here a large modern warehouse stores several hundred artifacts of Scottish engineering, from operable engines to models. We drove by the former Madelvic Car Works (1899) the first factory built expressly for automobile production in Britain. At the Leith Docks (1806), we saw the operation by hydraulic power of the Albert Dock Eccentric Swing Bridge, and then headed east to Prestongrange. This impressive shut-down coal mine houses a Cornish beam engine (1874, by the noted Cornish builders, Harvey & Hoyle), mining equipment, and a Hoffman brick kiln (1923), on a site first mined by monks in 1184. In the afternoon it was on to another closed mine, the Lady Victoria Colliery, now the Scottish Mining Museum at Newton-grange. Here a Grant Ritchie winding engine (84-in. stroke) is preserved, and a Baum coal washer is undergoing restoration. The last stop of the afternoon was at Almondell, a former country estate with several notable bridges: the rebuilt Naysmith stone arch bridge, a cast-iron Union Canal aqueduct (1820), and a North British Railway viaduct, 70-ft. high with nine masonry arches.

Day 5: We began a chilly morning traveling to Wanlockhead, Scotland's highest village (1,531 ft. above sea level). Here the Wanlockhead Museum Trust has some impressive restoration projects, including a water-bucket beam pumping engine, complete with a restored horse walk that served the Straithstep lead mine. Our tour also included an underground tour of the Lochnell Lead Mine, and the Miners' Library (ca.1756). The group continued on to the Biggar Gas Works (1839), a typical small-town works that until the 1970s produced coal gas for local use. The facility, preserved as a museum by Historic Scotland, survives essentially unaltered since 1914 when last modernized. The site includes twin cast-iron purifiers, nine horizontal hand-charged retorts, and a pair of gasholders dating from 1858 and 1879. We then visited a vast preservation project, Robert Owen's mills at New Lanark. This historic site was saved by "compulsory purchase" (British version of the right of eminent domain) from a scrap metal dealer in the early 1970s and now houses a museum and outlet store. Restored machinery includes a Petrie & McNaught cross-compound steam engine, Platt Bros. woolen mule, and a 650 hp Boving turbine. The parklike setting includes a trail along the River Clyde past the Bonnington Hydroelectric Power Station and to the Coralinn, better known as "the Falls of Clyde."

Day 6: We continued through Perth to Stanley Cotton Mills (1786), recently acquired for restoration by Historic Scotland and

a housing conversion by the Prince of Wales' Phoenix Trust. At Blairgowrie we saw a horizontal steam engine at **Keathbank Jute Mill**, assorted oil engines, two large waterwheels, and a working turbine in **Brooklinn Mill**. Then onto Dundee to view some ambitious housing developments at the former **Seafeld Works** and **Camperdown Jute Works** with its signature 282-ft. tall Cox's stack, based on an Italianate campanile. We stayed at the **Queens Hotel**, an old Dundee railway hotel, with a view of the infamous **Tay Railway Bridge**, rebuilt after a fateful disaster killed 75 passengers in 1879.

Day 7: We gave Gordon, our driver, a break and embarked on a walking tour of Mark Watson's hometown, Dundee, aka "Juteopolis." Its retains several historic jute mills – some still used for light industry, others restored as museums or adaptively reused for flats and offices. The Lord Provost, Mervyn Rolfe, hosted us at the **Verdant Works** (ca. 1833), where the Dundee Heritage Trust interprets the jute trade. Jute was imported from India, and made into burlap with flax from Russia and whale oil from the North Sea, and sold to the United States. After boarding an open-air double decker bus, we whisked up to Law Hill for lunch, with a breathtaking (and windy) view of the city and the Tay River Valley. After touring **Macolm Oglivie's jute weaving shed** and **Shaws Sweetie (Candy) Factory**, we disembarked at Dundee's historic Victoria Dock to see the **HM Frigate Unicorn**. The ship was built in 1824, and immediately placed in reserve, thus covered with a roof, without masts, until needed by the Royal Navy. Never commissioned, the *Unicorn* has survived in a remarkable state of preservation, and retains the status as "the oldest British-built ship afloat." The evening was topped off by a performance by Sheena Wellington, who in story and a *capella* song recounted Dundee's social history from the perspective of the mill girls.

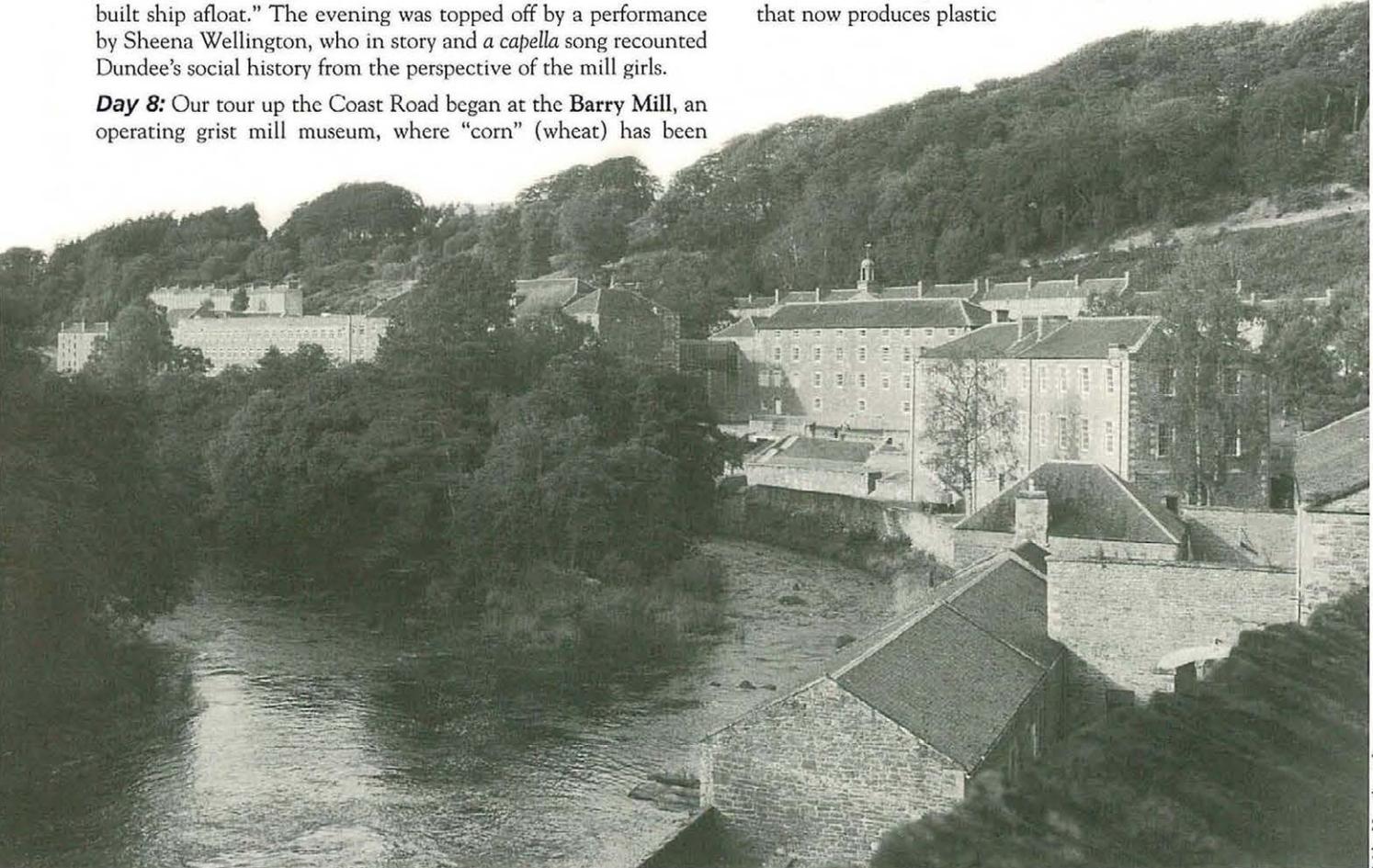
Day 8: Our tour up the Coast Road began at the **Barry Mill**, an operating grist mill museum, where "corn" (wheat) has been



Mike Hamilton photo

One of Sir William Stanier's "Black 5s," the George Stephenson was designed for the London, Midland & Scottish Railway. It once pulled passenger cars between Fort William and Mallaig and now hauls the Jacobite over the same route for the West Highland Railway.

ground since the 16th century. In Arbroath, we visited the **Arbroath Herald** print shop, housed in the old Brothock Mill, with both cast-iron columns and "Lancashire" style iron-framed, two-arched bays. The Herald still uses Harris Intertype linotype machines, which casts type into lead slugs. Souvenir copies of an aborted brochure for the Braemar Gathering were handed out, an annual local event hosted by the Queen but canceled due to the funeral for Princess Diana. At lunch, a small contingent visited the **Montrose Rope and Sailworks** (1790) that now produces plastic



Mike Hamilton photo

Along the River Clyde stand the New Lanark mills. By about 1800, they were the largest cotton mills in the world. Some of the most sophisticated restoration and interpretation seen on the trip were here.

Twenty-Seventh Annual SIA Conference

Indianapolis, IN June 4–7, 1998

Final arrangements for the 1998 SIA Annual Conference in Indianapolis, IN are ongoing. Some twenty-seven sites have been organized into fourteen conference tours spread out over the Thursday, Friday and Sunday of the Conference to allow registrants to sample a variety of the industrial history and activity in Indianapolis and Indiana.

The Conference will use the University Place Conference Center and Hotel as its headquarters. This facility, just over a mile from the center of town, will provide us with a combination of hotel rooms, lecture and presentation rooms, and an easily accessible location for the start and end of the tours. A Hotel reservations can be made directly at 317-269-9000 or 800-627-2700.

Discounts are available on Northwest and US Airways for those flying to Indianapolis International Airport if purchased through Indy Travel (Kay Bates – 800-821-3484). In your plans, recognize that Indianapolis remains on Eastern Standard Time through out the year.

Thursday offers two optional tours and a workshop. The all-day tour will trace the route of the Whitewater Canal from Cambridge City to Brookville in eastern Indiana. A number of locks remain and the canal has been rewatered in the section from Laurel to Metamora. For a portion of the trip we will travel on the Whitewater Valley Railroad which parallels the canal tow-path for much of its length. The half-day tour will begin at 1:00 p.m. for a several mile walk of downtown Indianapolis focusing on architecture. The SIA has joined a group of seven engineering and preservation groups to sponsor a full-day workshop on repairing and restoring historic bridges. It will include a morning of demonstrations (brazing cast metal, forging, hot riveting, heat



Indiana Historical Society Library photo

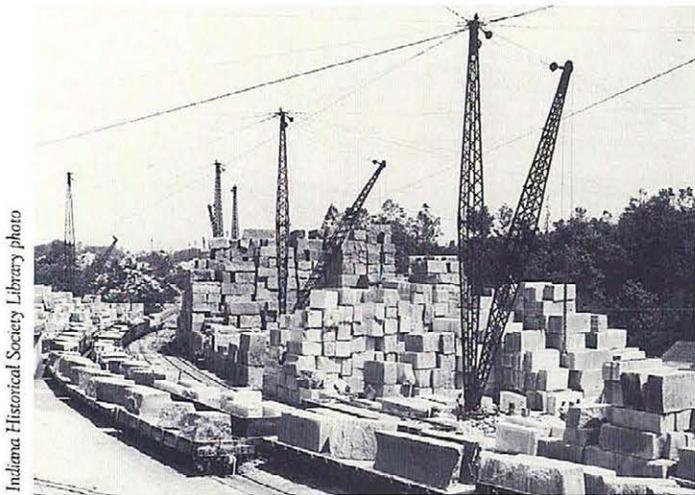
The grain mill at Metamora stands adjacent the Whitewater Canal. The Thursday full-day optional tour will feature a railroad excursion and stops along the canal.

straightening) and an afternoon of case studies and reflections on historic bridge restoration. On Thursday evening at 7:00 p.m. the SIA will welcome first-time registrants with a reception. All registrants will join for the formal opening of the conference at 8:00 p.m. with an introduction to the conference as well as to the history of Indianapolis.

Friday offers SIAers with a choice from eight different all-day process tours. They are titled Water Treatment, Pioneer Industry and Rails; Navistar Engines, Buses and The Brickyard; Buses, The Brickyard and Chrysler Foundry; Power: Hydro, Steam, More Steam and Electricity; Utilities: Coke, Manufactured Gas, Water, and Steam; Chains, Oils, Globe, and Pipe Organs; Railroads and More Railroads; and Limestone Country. The tours will depart at different times in the morning, all include a box lunch, and all are scheduled to return by 5:30 p.m. Dinner is on your own with Show and Tell scheduled for 8:00 p.m. at the Hotel/ Conference Center.

The program committee has reviewed the paper proposal submitted for the Paper Sessions and selected and organized them into several concurrent sessions for Saturday. Expect a full range of topics with several papers focusing on Indiana topics. The Annual Business meeting will be a lunchtime affair to provide members with an update on activities of the SIA. In the evening, the Conference dinner will be at the Athenaeum, an 1893-98 structure built as Das Deutsche Haus, which has been undergoing

Race cars are set to go for the 1936 Indianapolis Motor Speedway 500 mile race. The brick racing surface gave the raceway its "Brickyard" nickname. Some Friday tours will stop at the raceway museum.



Indiana Historical Society Library photo

Today, all limestone is trucked, but in the past Indiana's quarries had yards and hoists for loading limestone on railroad flatcars. A few abandoned yards with unused sections of hoist are still around and may be seen as part of the Limestone Country tour.



Indiana Historical Society Library photo

renovation in recent years. Our dinner is planned for the outdoor Biergarten with the possibility of a move inside in the event of unfavorable weather. As fits the location, the menu will lean toward German cuisine.

For registrants who are able to remain for Sunday, the Conference offers both a half-day and all-day tours. The half-day tour and two of the all-day tours will travel to Amtrak's Beech Grove Shops in the morning. These shops were built for the Cleveland, Cincinnati, Chicago & St. Louis Railway between 1908-1914. Amtrak uses the shops for both engine and car repair and refurbishment. The half-day tour will include a run by Indianapolis International Airport with a drop-off planned by 1:00 p.m. The two full-day tours will continue on to the grounds of an arsenal constructed in the 1860s and now used as a high school. Later in the afternoon, the tours will split to visit either extant buildings related to the automobile industry or historic bridges. Both will have a planned drop-off at the airport by 5:00 p.m. Additionally, registrants who are driving may wish to visit the Schroeder Saddletree Factory in Madison either Sunday afternoon or Monday. This location was part of the 1994 SIA Fall Tour and is scheduled for restoration in the near future.

If you plan to attend the Conference and have not already registered, send your registration in now. If you have misplaced your registration brochure, contact Harriet Rodenberg for a replacement copy or obtain a registration form from the web site.

B.M.

Information about registration:

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317-274-5053
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Information about hotel:

University Place Hotel – A Doubletree Hotel
850 West Michigan Street
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Information about paper sessions:

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Information about anything else (within reason):

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Website: <http://www.ss.mtu.edu/IA/sia98.html>

Cover of EDF's guidebook to the industry and technology of the Bretagne region, one of twelve regions featured in the guidebook series.



French Industrial History

Guidebook Available

Courtesy EDF.

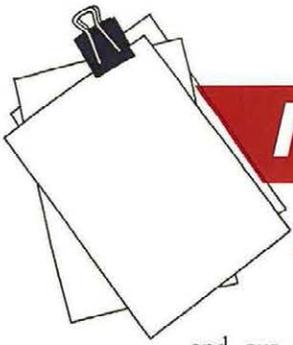
All SIA members planning to travel to France should consider purchasing one or more of twelve industrial and technical tourism guides published by France's public utility, Électricité de France (EDF). This giant firm operates France's nuclear, hydro, tidal, and thermal generating stations. EDF has a financial interest in the health of its commercial clients, especially the thousands of small manufacturing enterprises located beyond Paris. This self-interest prompted EDF to promote its clients through the publication of guides to over 1,000 sites open to the public. The books are in French but the descriptions are so clear that a good French-English dictionary is all that is needed to determine whether or not a visit is worth the effort and, if so, how to go about it.

The guides cover all regions of France, including the Ile de France (metropolitan Paris). The range of sites covered in each of the 12 volumes is impressive, including EDF's own power stations, factories, agribusinesses, workshops, public works, ecomuseums, and science centers. The Aquitaine and Poitou-Charente guide, for instance, features 139 sites (35 are museums) including such places as the Courvoisier brandy factory (with a sampling at the end of the tour), a cooper, an electric vehicle developer, and an oyster farm.

Each location cited in the guides includes a photograph, a brief description of the site's industry, product, or technology, hours of operation, telephone number, address, cost, and photography restrictions. The guide also notes whether or not tours are available in English. Anglophones should not be deterred from visiting French-only sites, however. The opportunity to see the manufacturing process is often worthwhile in itself, and many factories are open for self-guided tours with signs and fact sheets provided.

The guides can be purchased in France at major bookstores such as FNAC or FORUM, or ordered through Editions SOLAR, 12, avenue d'Italie, 75013, Paris at 60 FF (about \$10 US) each plus shipping and handling. Julie Harris, former SIA director, would be happy to help arrange the purchase of guidebooks for SIA members: 135 bd Jacques Cartier, 35000, Rennes, France; e-mail: jharris@wanadoo.fr

J. H.



Notes from the President

There are two items that I'd like to take up in this quarter's column: amendments to the SIA's bylaws, and our upcoming symposium, *Whither Industrial Archeology*, to be held at Lowell, November 12-14.

SIA Bylaws: You'll see that the centerfold of this newsletter contains the entire bylaws of the SIA, including amendments that the board of directors are recommending for adoption by the membership at the Annual Meeting in Indianapolis. I'd like to review the proposed changes with you.

Some changes are quite minor. For example, our existing bylaws state "The name of the corporation is Society for Industrial Archeology (hereafter 'the Society')." The existing bylaws, however, nearly always refer to the SIA as "this corporation." The amended bylaws have changed "this corporation" to "the Society" for consistency.

There are four categories of amendments of greater substance: 1) a change in the way amendments to the bylaws may be made (Article XI), 2) new language describing the position of Executive Secretary (Article VIII), 3) a change in the way membership dues may be changed (Article V), and 4) a statement on the use of the SIA's tax identification number by local chapters (Article X).

As you read this column and the proposed amended bylaws, you are participating in the cumbersome method we now have for amending the bylaws. The board recommends that the board be empowered to amend the bylaws. This will greatly facilitate the amendment process. We have added strong language to insure that the membership is notified of any amendments made by the board and insured that the members have ready access to a process for rescinding any amendments of which they may disapprove.

We have now entered an era in which the SIA has a headquarters, presently located at Michigan Tech, that is supervised by an Executive Secretary, presently Pat Martin, who is paid by Michigan Tech to perform that function. The primary authority for governing the affairs of the SIA rests with the duly elected board of directors. It is necessary to state clearly in the bylaws the relationship of authority between the board and the Executive Secretary. We currently provide the SIA with an Executive Secretary through the cooperation of a distinct institution, Michigan Tech. We could as well hire our own employee to serve as Executive Secretary. Therefore, the proposed amendments regarding the Executive Secretary address both possible scenarios. We are very happy with our current relationship with Michigan Tech and for the present see no need to change that relationship. Please note that, under Article II, we propose that the Executive Secretary be made a non-voting, ex-officio member of the board of directors.

Currently, all changes in membership dues must be approved by the members at the Annual Meeting. We propose that only changes in the dues for individual members be approved by the membership at the Annual Meeting, and that the board be empowered to change all other dues categories.

Finally, we address in these proposed amendments the rather

loose relationship maintained between the SIA and its affiliated local chapters. I.R.S. regulations are clear that the SIA is responsible for the conduct of all activities transacted under the privileges of the SIA's tax-exempt tax identification number. Therefore, the only local-chapter activities we can cover under that number are official functions of SIA, such as the Annual Meetings and Fall Tours. The proposed amendment makes this clear.

Thanks are due to my fellow board members for their work in drafting these amendments. I especially thank Nanci Batchelor, our treasurer, for chairing the committee that reviewed the existing bylaws and identified needed changes. Several of our past presidents served with Nanci on that committee. Nanci gathered all the proposed changes and drafted the recommendations.

Please bring your copy of the newsletter with you to the Annual Meeting. It will help us greatly in considering the proposed amendments to the bylaws.

Whither Industrial Archeology Symposium: I am pleased to announce that we have scheduled the long-anticipated symposium, *Whither Industrial Archeology*, for November 12-14. It will be held at Lowell, MA, and the SIA is co-sponsoring it with the Lowell National Historic Park. After an opening plenary on Thursday, the symposium will continue for two full days of papers and discussions, in which participants will seriously reflect on what the field of industrial archeology has accomplished in North America over the past half-century, critically examine where the field is today, and suggest directions it might take in the next quarter century.

To pay for the expenses of bringing some speakers to the symposium, we are using money left in the HAER/SIA fellowship fund. This will allow us to invite several international speakers. We are grateful to HAER for its assistance in this regard.

The titles for the four sessions on Friday and Saturday are: 1) Issues in Compliance, Mitigation, and Design, 2) Issues and Methods in Interpretation, 3) Education in Industrial Archeology, and 4) New Directions in Industrial Archeology. I chair a program committee, consisting of Jane Carolan, Gray Fitzsimons, Duncan Hay, John Light, Pat Martin, Pat Malone, and Rich O'Connor, which met at Brown University in November to draft a list of speakers. The list of North American speakers represents practitioners from various facets of the field. Our international guests will give us a welcome perspective on what they are doing abroad and how the practice of industrial archeology in North America compares with what is being done elsewhere.

Most of the invited speakers have accepted our invitation, but several have had to decline, so we are still in the process of finalizing the program. We will present the full program in the next issue of the newsletter. We look forward to a very a stimulating and very constructive symposium.

Respectfully submitted,
Fred Quivik, President



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

PUBLICATIONS OF INTEREST

A Supplement to Vol. 27, No. 1

Spring 1998

COMPILED BY

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

GENERAL STUDIES

- Karen Axelroad and Bruce Brumberg. **Watch It Made in the USA: A Visitor's Guide to the Companies That Make Your Favorite Products.** 2nd ed., John Muir Pub. (Box 613, Santa Fe, NM), 1997. \$19.95. Updates the 1994 first edition with 66 additional entries.
- Wiebe E. Bijker. **Of Bicycles, Bakelites, and Bulbs: Toward a Theory of Sociotechnical Change.** MIT Pr. (Cambridge), 1995. 380 pp., illus. Part of the *Inside Technology* series.
- John Holusha. **The Jersey Rust Belt Gets a Bit Brighter.** *The NY Times*, Feb. 8, 1998, sec. 11, p. 1. Reuse of industrial sites in Paterson, NJ from a real estate development perspective.
- **Industrial Archaeology Review**, the journal published by the Assoc. for Industrial Archaeology (UK), introduced a new larger format with its v. 19, 1997. Includes articles by David Crossley, 1995 Rolt Memorial Lecture: *The Fairbanks of Sheffield: Surveyors' Records as a Source for the Study of Regional Economic Development in the 18th and 19th c.*; K. Sisitka, *Floating Mills in London: A Historical Survey*; P. A. Harding and R. Newman, *The Excavation of a Turf Sided Lock at Monkey Marsh, Thatcham, Berks*; Philip Lord, Jr., and Chris Salisbury, *Brush Piling: 18th c. English Engineering in an American Wilderness*; R. Hayman, *The Archaeologist as Witness: Matthew Harvey's Glebeland Works, Walshall*; B. Malaws, *Process Recording at Industrial Sites*; plus, numerous book reviews. **IA Review** is published annually. £21.00/yr. includes membership in AIA. Info: Membership Secretary, AIA, The Wharfage, Ironbridge, Telford, Shropshire, TF8 7AW, England. The AIA's homepage is modest but excellent. It includes abstracts and a subject index to their publications, as well as interesting links: www.twelveheads.demon.co.uk/aia.html
- Armita Jones and Philip L. Cantelon, eds. **Corporate Archives and History: Making the Past Work.** Krieger Publishing Co. (Malabar, FL), 1993. 212 pp., photos, index. \$24.95. Professional archival practices applied in a business setting. Case studies of Coca-Cola and Texas Instruments, and chapters on access, disaster recovery plans, cataloging, resources for novice archivists, and value of corporate history.
- Staughton Lynd, ed. **We are All Leaders: The Alternative Unionism of the Early 1930s.** Univ. of Illinois Pr. (Urbana), 1996. 343 pp. \$44.95; \$17.95 pap. Community-based democratic unions including packinghouse and garment workers in MN; longshoremen and seamen in San Francisco; bootleg miners in PA; southern textile workers and the strike of 1934; solidarity unionism in Barberton, OH; and African-American nutpickers in St. Louis.
- **Proceedings of the 17th Annual Canal History & Technology Symposium.** National Canal Museum (30 Centre Square, Easton, PA 18042-7743), 1998. \$22.50 ppd. Includes A. Zimmerman, *James Buchanan Eads and His Proposed Ship Railroad*; V. Hydro, *The Switchback RR, Part 1*; J. Weinhold, *Inclined Planes of the Allegheny Portage RR*; T. Grasso, *The Great Embankment of New York's Erie Canal*; C. Wrege, *New Insights on the Work of Frederick W. Taylor at Bethlehem Iron Co.*; D. Sayenga, *The History of the Hazard Wire Rope Factory*; E. Kemp, *Moveable Canal Dams*.
- Ellen M. Snyder-Grenier. **Brooklyn! An Illustrated History.** Temple Univ. Pr. (Phila.), 1996. 292 pp., maps, photos. \$34.95. Chapters treat transportation and industrial history. Rev: *PH* (Fall 1997), p. 71.
- **Studies in Biodeterioration of Cultural Resources.** *National Center for Preservation Technology & Training Notes* (Jan. 1998, No. 22), pp. 1-6. Avail: Box 5682, Natchitoches, LA 71497. Recent research on the effects of biological agents on stone and concrete.
- U.S. Bureau of the Census. **Historical Statistics of the United States on CD-ROM: Colonial Times to 1970-Bicentennial Edition.** Cambridge Univ. Pr. (1-800-872-7423), 1997. \$195. Complete text and all tables of the orig. 2-vol. *Historical Statistics*, inc. data on forestry and fisheries, minerals, manufactures, productivity and technological development. Avail. in PC and Mac versions.
- Laura Weber. **Wins and Losses: The National Register of Historic Places in Minnesota.** *Minnesota History* 55 (Fall 1997), pp. 302-319. Although only 2 industrial sites are mentioned, this is interesting for its description of the various ways that structures are removed from the National Register, and how a loss can act as a catalyst for preservation action to save other structures.

RAILROADS

- Robert Aldag. **The Fairbanks-Morse Saga.** VR (Mar./Apr. 1998), pp. 56-66, 93-94. First-hand account of F-M's role in the diesel revolution.
- Mark Aldrich. **Energy Conservation on Steam Railroads,**

- 1889-1943. *RH 177* (Autumn 1997), pp. 7-42. Institutional pressures to increase efficiency and cut costs, and not rising energy prices, encourage technological innovation to improve fuel efficiency.
- George Brown. **The Yaquina & Northern RR** (Oregon, 1918-1935); Bill Gove. **The Kilkenny Lumber Company RR** (Lancaster, NH, 1887-1896). *Timber Times* (Issue 17), Oct. 1997, pp. 18-21, 26-30. Two obscure lumbering railroads. Photos and descriptions of facilities and locomotives.
 - Charles Caldes and Joseph Granese. **Guide to South Jersey Abandoned Railroads**. Trak Edge Pub. (Absecon Highlands, NJ; 609-927-5165), 1995. 3 vols.
 - Mary Hamilton Dan. **Ultimate Odyssey: The Lehigh Valley RR in Western NY**. RR Research Pub. (Rochester, NY: 1-800-205-8254), 1997. 136 pp. \$29.95. Station by station between Geneva and Buffalo. Rev: *VR* (Mar./Apr. 1998), p. 106.
 - Amy Friedlander. **Emerging Infrastructure: The Growth of Railroads**. Corp. for Nat'l Research Initiatives (1895 Preston White Dr., #100, Reston VA 22091), 1995. 74 pp., maps, bibl. The first in a planned series of "explorations into the history of specific infrastructure developments in the United States," attempts to digest the technological, economic, administrative, and marketing factors related to the expansion of American railroads.
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 - Thomas H. Garver. **The Last Steam Railroad in America: Photographs by O. Winston Link**. H. N. Abrams (New York), 1995. 125 photographs of the last years (1955-1960) of steam locomotion on the Norfolk & Western Railway, including a color portfolio and photos made during the day and at night. [Editor's Note: *SIAN 26,4* (Winter 1997) incorrectly cites the author's name, title, and publication information. With apologies.]
 - George M. Jenks. **The R&LHS 75th Anniversary Railroad History Index, 1921-1996**. \$12. Updated index to Railroad & Locomotive Historical Society's *Bulletin* and its successor *Railroad History*. Avail: R&LHS, Box 215, East Irvine, CA 92650-0215.
 - Maxwell and Bill Lindsay. **The History of the Muscatine North & South RR Co.** 1997. Avail. from the authors (Box 1043, Burlington, IA 52601). 109 pp. \$35 hardbound; \$17.50 soft-bound. Eastern Iowa shortline. Rev: *VR* (Mar./Apr. 1998), p. 106.
 - Fred Matthews. **Passenger Train Palace: SP's Oakland Pier, 1882-1960**. *VR* (Mar./Apr. 1998), pp. 70-77.
 - William D. Middleton. **Remembering the Milwaukee Road in its Midwestern Heartland**. *VR* (Mar./Apr. 1998), pp. 37-47. Photographic essay, MR in the mid-20th c.
 - John E. Miller. **Railroad Depots on the Dakota Central in Eastern South Dakota: Functions, Activities, and Meanings**. *Locus 7* (Spr. 1995), pp. 151-170.
 - Jilian Mincer. **Restoring Historic Union Station in Kansas City**, *The NY Times* (Feb. 8, 1998), sec. 11, p. 7. Union Station (1914) was the third largest rail station in the country, behind NYC's Grand Central and now-demolished Penn Station. How desire to re-invigorate downtown and need for modern science museum came together to trigger \$234-million station restoration to be completed in Nov. 1999, and how it is already drawing new businesses to its vicinity.
 - Roger Pickenpaugh. **Bent, Zigzag, and Crooked: The Bellaire, Zanesville & Cincinnati Railroad**. *Timeline 13* (Jan./Feb. 1996), pp. 18-29. Colorful history of narrow-gauge railroad in southeastern Ohio, 1876-1931.
 - Roger Pickenpaugh. **Opportunity of a Lifetime**. *Timeline 15* (Mar./Apr. 1998), pp. 48-53. Amusement park near Lancaster, OH, stages a train wreck as part of its opening day ceremonies in 1896.
 - Jim Shaughnessy. **Delaware & Hudson**. Reprint ed., 1997. 488 pp.; **Rutland Road**. Reprint ed., 1997. 482 pp. Reprinted editions of two 1960s classics. Avail: Syracuse Univ. Pr. (1-800-365-8929). Rev: *VR* (Mar./Apr. 1998), p. 105.
 - John H. White, Jr. **Dummy Tech: A Forgotten World of Locomotives in Disguise**. *I&T* (Spr. 1998), pp. 34-37. Locomotives boxed up to look like passenger cars.
 - John H. White, Jr. **Walking the Track**. *VR* (Mar./Apr. 1998), pp. 85-92. The most humble of railroad workers, the trackwalker.

WATER TRANSPORTATION

- Gerald M. Best. **The Pacific Coast Company: Ships and Narrow Gauge Rails**. Signature Pr. (Wilton, CA), 1998. 156 pp., photos, maps. \$49.95. Famous West Coast steamship and railroad operation in San Diego, San Luis Obispo and Seattle areas.
- Christine Rohn Hilston. **Hulett's Mechanical Marvel**. *Timeline 11* (Sept./Oct. 1994), pp. 2-11. History of Hulett iron-ore unloaders in Cleveland. Accompanied by historic images and HAER photos by Jet Lowe.
- John Hume. **Harbour Lights in Scotland**. Scottish Vernacular Buildings Working Group (6 Hillview Rd., Edinburgh EH12 8QN, UK), 1997. 64 pp., drawings, maps. £6.00. Survey and gazetteer.
- Eileen Reid Marcil. **The Charley-Man: A History of Wooden Shipbuilding at Quebec, 1763-1893**. Quarry Pr. (Kingston, Ont.), 1995. 439 pp., illus., \$32.95 paper. Rev: *MHR* (46, Fall 1997), pp. 91-92.
- William W. Warner. **Life on the Ledge**. *Preservation* (Jan./Feb. 1998), pp. 28-33. Saddleback Ledge (ME) lighthouse.
- John H. White, Jr. **Cruise on Island Queen**. *Timeline 13* (Mar./Apr. 1996), pp. 38-49. Excursion steamer on the Ohio River, 1925-1947.

OTHER TRANSPORTATION

- L. Cantelon and Kenneth D. Durr. **The Roadway Story**. Montrose Pr. (Rockville, MD), 1996. 382 pp., photos. \$25. Scholarly study of the trucking company. Rev: *PH* (Fall 1997), p. 57.
- Clifton Hood. **722 Miles: The Building of the Subways and How They Transformed New York**. Simon & Schuster (New York), 1993. 335 pp., illus., maps, bibliog., index. \$25.
- Richard C. Knott. **Once There Were Giants**. *Timeline 14* (Mar./Apr. 1997), pp. 2-21. The Goodyear-Zeppelin Corp., Akron, OH, and the Akron and Macon airships it built. Numerous photos of airships and the specialized technology they used.
- David A. Simmons. **Black King of the Air**. *Timeline 11* (Sept./Oct. 1994), pp. 28-33. Life of early 20th century black entertainer in southern Ohio and technology used for his hot air balloon.

SIA BYLAWS

Proposed Amendments

On February 28 at a regular meeting of the SIA Board of Directors, the following proposed amended Bylaws of the Society for Industrial Archeology were voted on and approved by the board. Thus, according to Article XI of the bylaws (current Sept. 20, 1986), the amended bylaws are herewith submitted in writing to the society's membership. The amended bylaws shall not be enacted until presented for approval by a two-thirds majority vote of the members at the regular Annual Business Meeting, June 6, 1998 in Indianapolis, Indiana. In order to facilitate the meeting, members are requested to bring their copy of the amended bylaws from the SIA Newsletter with them to Indianapolis. Changes to the 1986 bylaws have been highlighted in bold. More information about the changes may be found in "Notes from the President," page 6 of this spring issue of the SIAN.

BYLAWS of the **SOCIETY FOR INDUSTRIAL ARCHEOLOGY** [Current 20. IX. 1986]

ARTICLE I – GENERAL PROVISIONS

Section 1.01. Name.

The name of the corporation is SOCIETY FOR INDUSTRIAL ARCHEOLOGY (hereinafter "the Society").

Section 1.02. Principal Office and Registered Agent.

a) **Obligation to maintain.** The Society shall have and maintain in the District of Columbia a registered agent and a principal office.

Principal office. The address of the principal office of the Society is:

4628 49th St. NW
Washington, DC 20016-4321

b) **Registered Agent.** The registered agent of the Society is Robert M. Vogel and the address of such registered agent is as shown in Section 1.02 (a).

Section 1.03. Principal Place of Business.

The principal place of business of the Society is as shown in Section 1.02 (a). The Society may also have offices at such other places as the Board of Directors may determine.

ARTICLE II – BOARD OF DIRECTORS

Section 2.01. General Powers.

The business and affairs of the Society shall be managed by its Board of Directors (hereinafter the "Board"). The Board shall have the authority to contract with any individual, society, or organization, however constituted, for services which when performed will carry out, in whole or in part, the purposes and functions of the Society.

Section 2.02. Annual Reports.

The Board shall present to the members of the Society at their Annual Business Meeting a report of the affairs of the Society.

Section 2.03. Number; Qualifications.

The number of directors of the Society shall be not less than eleven (11), and shall consist of voting and non-voting members as follows:

- a) **Voting members.** There shall be twelve (12) voting members:
- (i) seven (7) directors who shall be elected by the members of the Society;
 - (ii) the four (4) officers of the Society, who shall serve as ex-officio directors;
 - (iii) one (1) additional ex-officio director who shall be the immediate Past President of the Society.
- b) **Non-voting members.** There shall be an indefinite number of non-voting members:
- (i) two (2) ex-officio members who shall be the editor of the Society's newsletter and the editor of the Society's journal;
 - (ii) additional ex-officio members who shall be the duly appointed committee chairpersons;
 - (iii) additional ex-officio members who shall be the elected president (or his/her appointed representative) of each duly authorized local chapter of the Society;
 - (iv) **an additional ex-officio member who shall be the Executive Secretary of the Society duly hired or appointed by the Board of Directors.**

Section 2.04. Term; Vacancies.

- a) Each director shall hold office until his/her successor is elected and qualified, or his/her earlier resignation, removal from office, or death. Vacancies until the next scheduled election shall be filled by a majority vote of the Board at a duly constituted meeting.
- b) Each director, other than ex-officio directors, shall hold office for three (3) years and shall not be eligible to serve a consecutive term.
- c) The President and Vice President each shall serve a two (2)-year term and shall not be eligible to serve consecutive terms.
- d) The Secretary and Treasurer each shall serve a three (3)-year term and shall be eligible to serve consecutive terms.
- e) The immediate Past President shall serve a two (2)-year term.
- f) The editors shall serve at the pleasure of the Board.
- g) **The Executive Secretary shall serve at the pleasure of the Board.**

Section 2.05. Election of Directors and Officers.

- a) **Nominations.** The Nominations Committee shall select a number of candidates from the membership in good standing for officers and directors of the Society to be filled by election at the Annual Business Meeting of the members of the Society. The Nominations Committee shall request suggested nominations by the members by means of a printed announcement at least thirty (30) days prior to selection by the Nominations Committee. No candidate may be nominated by the Nominations Committee without the prior consent of the candidate.

- b) **Notice.** At least seventy (70) days prior to the date of the Annual Business Meeting each member of the Society shall receive the slate of candidates.
- c) **Additional Nominations.** Additional nominations may be made in writing over the signatures of no fewer than twelve (12) members in good standing and delivered so as to reach the office of the Society (or other address as specified) not less than forty-two (42) days before the Annual Business Meeting.
- d) **Election Procedure.** Each member of the Society shall be entitled to one vote for one candidate for each post to be filled. Election shall be by a majority of those members voting and shall be by written ballot at the time of the Annual Business Meeting. Ballots shall be forwarded to the members at least twenty-eight (28) days prior to the Annual Business Meeting, and shall be returned to a designated place by the date set on them or they will be invalid. The Board shall establish such additional election procedures, consistent with the law, Articles of Incorporation, and these bylaws, as it deems fair and orderly.

ARTICLE III - MEETINGS OF THE BOARD

Section 3.01. Regular Meetings.

The Board shall hold a regular meeting at the time of the Annual Conference of the Society.

Section 3.02. Special Meetings.

Special meetings of the Board may be called by the President or, in his/her absence, by the Vice President of the Society, or by any three (3) members of the Board. In such case, the Secretary shall give at least thirty (30) day's written notice to Board members of the time, place, and purpose of the meeting.

Section 3.03. Manner of Acting.

A quorum for the transaction of business at any meeting of the Board shall consist of six (6) voting members. The act of the majority of Board members present, and eligible to vote, at meeting at which there is a quorum, shall be the act of the Board.

ARTICLE IV - COMMITTEES

Section 4.01. General Power.

The President shall have the power to establish and disband various advisory committees, both standing and special, and their respective chairpersons, with the advice and consent of the Board, with the exception of the Nominations Committee which shall be elected by the members of the Society.

Section 4.02. Service of Committees.

The Board may appoint one or more advisory committees and their respective chairpersons. Such advisory committees shall advise and aid the Board in all matters designated by the Board. The number of members serving on any said committee shall be not less than two (2).

Section 4.03. Local Chapter Committee.

The Board shall appoint a chairperson of the Local Chapters Committee to maintain liaison with the Society's local chapters, and to keep a current file of adopted bylaws, annual financial reports, and minutes and activity reports of each chapter. The chairperson shall make an annual composite report of the state of the chapters to the Board, and to the Society's membership in a manner set forth by the Board.

Section 4.04. Nominations Committee.

There shall be a Nominations Committee, established to nominate candidates for officers and directors. The Nominations

Committee shall consist of four (4) members as follows:

- a) one current member of the Board appointed by the President;
- b) three (3) members-at-large elected by the membership of the Society at the Annual Business Meeting.

ARTICLE V - MEMBERSHIP

Section 5.01. Members.

Members shall be those who have paid dues to the Society for the calendar year.

Section 5.02. Honorary Membership.

The Board may confer Honorary Membership on any individual who it deems has made a singular contribution to the field of industrial archaeology. Honorary membership shall be conferred at such time and under such terms as the Board determines is appropriate.

Section 5.03. Rights of Members.

Except as otherwise provided in these Bylaws or required by law, each Regular, Student, Contributing, or Sustaining member shall be entitled to vote (on such matters as the Board shall, by resolution, put to a vote of the members), hold office, receive publications, and in all other ways enjoy the privileges of full membership. Institutional, Corporate, and Honorary members are entitled to all mailings and publications of the Society, but may not cast a ballot in any election or meeting, or hold any office.

Section 5.04. Dues.

The annual dues for all classes of membership shall be established by a majority vote of the membership at the Annual Business Meeting at which the bylaws are accepted by the members. Thereafter, the individual membership dues shall be changed only by a majority vote of the members attending an Annual Business Meeting or responding to a mail ballot sent to all voting members. Any increase in individual members' dues must first be proposed by the Board and circulated to the membership at least thirty (30) days in advance of the calendar year for which the dues are to be increased. Any member who has not paid his/her annual dues by the date specified for the issuance of the ballot will be considered to have terminated his/her membership in the Society for that year. Dues for all other categories, including a surcharge for postage and handling for members living outside the United States and Canada, may be changed by a majority vote of a quorum attending any Board Meeting.

Section 5.05. Expulsion or Suspension for Members.

Any member may be expelled or suspended as the Board shall determine, for conduct on his/her part prejudicial to the welfare, interest, or character of the Society, by affirmative vote of a two-thirds (2/3) majority of the voting members of the Board.

Section 5.06. Roll of Members.

The Executive Secretary of the Society shall keep a roll of members of the Society showing for each member his/her address and such other information as the Executive Secretary deems appropriate.

ARTICLE VI - MEETINGS OF MEMBERSHIP

Section 6.01. Annual Business Meeting.

The Annual Business Meeting of the members shall coincide with the Society's Annual Conference, to be held at a place fixed by the Board. Written notice of the time and place of such meeting shall be sent to each member of the Society at least thirty (30) days in advance of the date fixed for such meeting.

Section 6.02. Conduct of Meetings.

All meetings of the Society shall be conducted according to Robert's Rules of Order, except where the bylaws of the Society supersede them.

Section 6.03. Special Meetings.

Special meetings of the members, for any purpose or purposes, may be called by the Board or by a simple majority of the members of the Society. Whenever, in the judgment of the Board, any questions arise that should be put to a vote of the membership, and when it deems it inexpedient to call a Special Meeting for such purposes, the Board may, unless otherwise required by these bylaws, submit such matter to the membership in writing by mail for vote and decision, and the question thus presented will be determined according to a majority of the votes received by mail within thirty (30) days after such submission to the membership just as though the votes were cast at any meeting of the Society provided that in each case votes of at least two-thirds (2/3) of the members entitled to vote are received. Any and all actions taken in pursuance of mail vote in each such case will be binding.

ARTICLE VII – OFFICES

Section 7.01. Number; Qualification.

The officers of the Society shall be a President, Vice President, Secretary and Treasurer. No two or more offices may be held by the same person at the same time.

Section 7.02. Elections; Appointment; Term of Office.

The officers of the Society shall be elected at the Annual Business Meeting of the members of the Society. Each officer shall hold office for the term specified in this Article VII and until his/her successor shall have been duly elected and shall have qualified, or until his/her death, resignation, or removal. To be eligible for nomination for the office of President or Vice President, a candidate shall have served on the Board for a minimum of one (1) year as a voting member.

Section 7.03. Removal.

Any officer or agent of the Society may be removed from his/her position as an officer or agent by a majority vote of the Board whenever in its judgment the best interests of the Society will be served thereby.

Section 7.04. Vacancies.

Any vacancy in any office because of death, resignation, removal, disqualification, or otherwise shall be filled by the Board until the next regularly scheduled election.

Section 7.05. President.

The President shall be the principal executive officer of the Society and, subject to the control of the Board, shall in general supervise and control all the business and affairs of the Society and shall see that all orders and resolutions of the Board are carried into effect. He/she shall be a member of the Board and shall preside at all meetings of the members of the Board. The President may sign, together with the Secretary or any other proper officer of the Society authorized by the Board, any instruments that the Board has authorized to be executed, except in those cases where the signing and execution thereof shall be expressly delegated by the Board or by these bylaws to some other officer or agent of the Society, or be required by law to be otherwise signed or executed; he/she shall be present at each Annual Business Meeting of the members and at the first meeting of the Board following the Annual Business Meeting of the members shall present a full and clear statement of the business and conditions of the Society; and in general shall perform all duties as may be prescribed by the Board from time to time. The President shall, with the advice

and consent of the Board, appoint the chairpersons of each standing and special committee. The President shall, in addition, have all other powers not inconsistent with law and these bylaws as shall from time to time be conferred by the Board.

Section 7.06. Vice President.

The Vice President shall be a member of the Board and shall in the absence or disability of the President perform the duties and exercise the authority of the President; and in general perform all duties as from time to time may be assigned to him/her by the President or the Board.

Section 7.07. Secretary.

The Secretary shall be a member of the Board and shall: (i) keep the minutes of the members' and Board meetings; (ii) see that all notices are duly given in accordance with the provisions of these bylaws or as required by law; (iii) be custodian of the Society's records and of the seal of the Society and see that the seal of the Society is affixed to all documents and attested to by his/her signature or by the signature of the Treasurer, the execution of which on behalf of the Society under its seal is duly authorized; and (iv) in general perform all duties as from time to time may be assigned to him/her by the President or by the Board.

Section 7.08. Treasurer.

The Treasurer shall be a member of the Board. The Treasurer shall give a bond for the faithful discharge of his/her duties in such sum and with such surety or sureties as the Board shall determine. He/she shall: (i) have charge and custody of and be responsible for all funds and securities of the Society, the keeping of accurate and full accounts of receipts and disbursements in books belonging to the Society, and deposit all such Monies and any other valuable effects in the name of the Society in such banks, trust companies, or other depositories as shall be selected in accordance with the provisions of Article IX of these bylaws; and (ii) submit a report of the financial condition of the Society at the Annual Business Meeting; and (iii) in general perform all of the duties as from time to time may be assigned by the President or by the Board.

ARTICLE VIII – EDITORS AND EXECUTIVE SECRETARY

Section 8.01. Editors.

The editors shall be responsible for carrying out the publication program of the Society in accordance with the publication policy as established by the Board.

Section 8.02. Executive Secretary.

The Board of Directors shall employ or appoint an individual to serve as Executive Secretary. The Board, in its sole discretion, shall determine which duties, responsibilities, obligations, and authorities said Executive Secretary shall have.

- a) The Board, in its sole discretion, may hire the Executive Secretary directly or, in cooperation with a sponsoring institution, may appoint an individual offered by said institution as Executive Secretary. If the Board hires the Executive Secretary directly, then the Board will determine the terms and conditions of employment. If the Board appoints an Executive Secretary in cooperation with a sponsoring institution, then said institution may determine the terms and conditions of employment, but the individual shall serve the Society as Executive Secretary solely at the discretion of the Board of the Society.
- b) The Executive Secretary shall manage and direct all activities of the headquarters of the Society. The Executive Secretary may employ or may terminate such members of a headquarters staff as may be necessary to carry on the

work of the headquarters. If the Executive Secretary is hired by the Society, then the Executive Secretary may fix the compensation of the staff within a budget duly approved by the Board of the Society. If the Executive Secretary is appointed, then the Executive Secretary may fix the compensation of the staff within a budget authorized by the sponsoring institution. Whether hired by the Society or appointed by the Board of the Society, the Executive Secretary may define the duties of the staff, supervise their performance, establish their titles, and delegate those responsibilities of administration as shall in the judgment of the Executive Secretary be in the best interest of the Society.

ARTICLE IX – FINANCING & CONVEYANCING

Section 9.01. Fiscal Year.

The fiscal year of the Society shall correspond to the calendar year.

Section 9.02. Deposits

The funds of the Society shall be deposited in the name of the Society in such bank(s), trust companies, or securities and notes issued by the United States government, as the Board shall designate and shall be draw out by check, draft, or other orders for the payment of money signed by the Treasurer, President, or by such person or persons as shall be designated by the Board. All such persons shall be bonded.

Section 9.03. Instruments.

All deeds, mortgages, conveyances, contracts, or other instruments of the Society authorized by the Board shall be executed on behalf of the Society and in its name by the officer or officers of the Society thereunto authorized by the Board.

Section 9.04. Indebtedness.

No financial obligations in excess of funds available in the treasury shall be assumed by the Board, or by any officer on behalf of the Society, except: when approved by a majority vote of the membership of the Society present at the Annual Business Meeting; and that estimated receipts from annual dues and other accounts receivable from the current year may be considered as available funds.

ARTICLE X – CHAPTERS & AFFILIATES

Section 10.01. Local Chapters.

- a) **Establishment.** The Board may establish local chapters upon the formal written petition of a minimum of twelve (12) members in good standing of the Society. The petition shall include proposed Bylaws outlining the function and organization of the local chapter for approval by the Board.
- b) **Coordination with the Board.** The chairperson of the Local Chapters Committee shall work with each chapter to gain Board approval of its proposed Bylaws. The local chapters shall inform the Board, through their respective presidents, of changes in Bylaws and of other issues of legal import.
- c) **Membership Relationships.** All participants in local chapters shall be encouraged to be members of the Society. For the sake of education and the exchange of information, however, non-members may participate in chapter activities, with limited rights as defined hereinafter. Membership in the Society is requisite to holding any chapter office, balloting for such offices, or voting on issues in which the name of the Society shall be used or having impact beyond the local area.

d) **Activities.** Each chapter shall hold at least two (2) meetings a year, at least one of which shall be considered a business meeting. Copies of the minutes of business conducted shall be sent to the chairperson of the Local Chapters Committee within forty-five (45) days of the meeting. An annual report of activities and a financial statement shall be sent to the chairperson during the month of January. Chapters that fail to maintain the minimum schedule of meetings or to submit an annual report shall be considered to be **suspended**.

e) **Public Role.** Local chapters are encouraged to take responsible stands on matters of local public interest in areas of industrial archaeology. Voting on these issues shall be regulated as defined above. Publicity for these matters shall make clear that the position taken is done so in the name of the local chapter. No chapter shall issue any statement or take any public position suggesting the support of the Society without the express approval of the Board.

f) **Tax Identification.** Local chapters are encouraged to apply for their own separate tax identification number with the Internal Revenue Service. Local chapters are not to utilize the Society's tax identification number to conduct any chapter business such as maintenance of a bank account except in direct connection with an officially sanctioned event of the Society such as an Annual Conference or Fall Tour.

Section 10.02. Affiliates.

The Board may accept as an Affiliate any organization, chartered in the United States or another country, the goals of which are essentially parallel with those of the Society. At its own option, an Affiliate may appoint to the Board a Representative (who shall be an individual member of the Society). It shall be the duty of the Affiliate to keep the Secretary informed in writing of the name and address of its Representative. Every January each Affiliate shall provide the Secretary with a brief report of its activities during the previous calendar year, for reporting to the Board and membership of the Society. Failure to provide this report shall be taken by the Board to signify suspension of the Affiliates relationship with the Society.

ARTICLE XI – AMENDMENTS

Subject to the restrictions contained in the Articles of the Incorporation, these Bylaws may be amended or repealed as follows:

The Board of Directors or any 25 Regular Members of the Society may propose that these bylaws be amended or repealed. The bylaws may be amended or repealed by a three-fourths (3/4) vote of the whole Board of Directors. Notice of any amendment must be sent in writing to the members within ninety (90) days of enactment by the Board. The Regular Members of the Society may, by the affirmative vote of two-thirds (2/3) of the members present at any regular Annual Business Meeting of the Society, or by a two-thirds (2/3) majority of votes of members by mail ballot, amend the bylaws or rescind any amendment made to the bylaws by the Board of Directors. A vote to rescind any amendment may be conducted with or without action by the Board. Notification of a vote to rescind an amendment of the bylaws must be distributed to the membership at least thirty (30) days in advance of any meeting where such change will be acted upon. If the vote to rescind an amendment of the bylaws is conducted by mail, valid ballots shall be those returned within thirty (30) days of distribution of ballots.

STRUCTURES AND BUILDING TECHNOLOGY

- American Public Works Assoc. **Preservation Resource Guide for Public Works Managers**. National Center for Preservation Technology and Training (NSU Box 5682, Natchitoches, LA 71497; 318-357-6464), 1998. NCPPT Publications No. 1998-01. Prepared with assistance by the Inst. for History of Technology and Industrial Archeology at West Virginia Univ. Extensive reference material pertinent to the preservation of public works.
- David Brodherson. **Par Avion**. *Preservation* (Jan./Feb. 1998), pp. 70-74. Postcard views of early airport architecture.
- Jeffrey A. Cohen and Charles E. Brownell. **The Architectural Drawings of Benjamin Henry Latrobe, Parts 1 & 2**. Yale Univ. Pr., for Maryland Hist'l Soc. and American Philosophical Soc. (New Haven), 1994. The Papers of Benjamin Henry Latrobe, Series II, The Architectural and Engineering Drawings, vol. 2. 750 pp. in 2 vol., illus., plans, bibliog, index.
- Margaret Crawford. **Building the Workingman's Paradise: The Design of American Company Towns**. Verso (London), 1995. 248 pp., illus., plans. \$19.95. The planning and architecture of company towns, 1775-1920. Rev: *T&C* (Oct. 1997), p. 988.
- Barry Donaldson and Bernard Nagengast. **Heat and Cold: Mastering the Great Indoors**. American Society of Heating, Refrigeration and Air-Conditioning Engineers, 1994. 339 pp., illus. \$99. ASHRAE's lavishly illustrated centennial history. Rev: *T&C* (Oct. 1997), p. 1000.
- Lee E. Gray. **Dousing Devices**. BR: *Building Renovation* (Summer 1995), pp. 69-72. History of automatic sprinkler systems.
- **Industrial and Commercial Architecture**. Center for the History of Business, Technology & Society, Hagley Museum & Library (P.O. Box 3630, Wilmington DE 19807; 302-658-2400). A guide to items in the Hagley's extensive manuscript, imprints, and photographic collections.
- Thomas C. Jester. **Wood's Modern Miracle**. BR: *Building Renovation* (Fall 1995), pp. 47-50. History of the plywood industry. Significant developments in glues for manufacture and in the market for wood in building construction.
- Henry Petroski. **The Toys That Built America**. *I&T* (Spr. 1998), pp. 40-44. Erector and Meccano toy sets started children on the road to professional engineering.
- Derek Phillips. **Lighting Historic Buildings**. McGraw-Hill, 1997. 206 pp., illus. Appropriate lighting, both natural and artificial, exterior and interior, for historic buildings. Mostly case studies from Great Britain. Rev: *NCPTT Notes* (Feb. 1998), p. 8.
- R.J.M. Sutherland, ed. **Structural Iron, 1750-1850**. Ashgate Publishing Co. (N. American office: Old Post Rd., Brookfield VT 05036-9704; 802-535-9544; e-mail: info@ashgate.com), 1997. 424 pp., illus., index. £85. The evolving structural uses of cast and wrought iron in frames and roofs, especially in mills and warehouses, is examined and particular emphasis is given to iron's role in the development of bridge design and construction in America, France, Russia and Britain. Essay authors incl. Emory Kemp and Barrie Trinder (both SIA).
- Linton Weeks. **Leaving the Armories Unguarded**. *Preservation* (Mar./Apr. 1998), pp. 24-25. Hundreds of armories (c. 1880-1910) face uncertain future.
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- Terry A. White. **Henry W. Mason's Combustible Catridge Shop: A Brief History of a Small Arms Manufacturer.** History of South Coventry, CT, cartridge shop, 1861-1865. Info: Arnold E. Carlson, Coventry Town Historian, 1712 Main St., Coventry, CT 06238.

ABBREVIATIONS:

AH	= Agricultural History
MHR	= Material History Review
I&T	= American Heritage of Invention & Technology
PH	= Public Historian
RH	= Railroad History
T&C	= Technology & Culture
VR	= Vintage Rails

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We endeavor to make citations as complete as possible, but they are from a variety of sources, and are sometimes incomplete. If a date, publisher, price, or other statistic is missing, it simply means that it was

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SIA Savors Central Louisiana

1997 FALL TOUR REVIEW

Sixty members of the SIA gathered to explore and enjoy the diverse heritage of central Louisiana, October 2-4. From crawfish étouffé to plywood factory, to sweet potato cannery, participants saw and ate it all at this year's fall tour featuring agricultural processing and lumbering.

The hotel conference center and site of the Thursday-night kickoff was the Hotel Bentley, built on the banks of the Red River in 1908. The opening reception featured slide presentations and Louisiana specialties: seafood gumbo, Cajun catfish, and Natchitoches (pronounced Nakatish) meat pies. The tour packet included the usual brochures and tour guides, but in true southern tradition it also included pralines.

Friday found the group divided into two. Each saw the same sites, but there was an early bus for the eager, and a slightly later bus for the sleepers. First stop was **Dresser Industries**, a valve manufacturing firm that traces its beginnings to the 1850s and "pop" safety valves. The current plant was built in 1962 and produces safety valves and alloy fittings in all sizes. SIACers toured the plant's work stations featuring such machines as a Warner & Swasey turret lathe, an Ipsen heat treatment unit, a Landis threader, and Natco rotary table machine. Finish fitting is done by hand.

Martco Plywood Mill is part of Roy O. Martin Lumber, founded in 1923. It is one of the largest independently owned lumber companies in the South with five wood-products manufacturing facilities and 400,000 acres of southern pine and hardwoods. The plywood mill was built in 1995 and is truly state-of-the-art. The logyard contains about 8 million board feet of lumber. The logs are debarked and scanned for metal objects before being cut to length, and then soaked in softening vats before going to the veneer lathe. The Durandraute lathe, weighing 25 tons, spins the log, peeling off a thin veneer sheet, which then is cut to grade and size. The plywood is formed by stacking good full sheets on the surface and lower grade sheets on the interior. The line can turn out 1.2 million sq. ft. of 3/8-in. plywood per day.

At **CLECO Rodemacher Power Station** tour goers first had lunch and then viewed the two generating stations, one burning fuel oil or natural gas and producing 450 megawatts, and the



Africa House (ca. 1800) at Melrose Plantation was built as a combination storehouse and jail for rebellious slaves. The walls of the upper story are covered with the murals of Clementine Hunter, one of Louisiana's most celebrated primitive artists.

other burning coal and producing 550 megawatts. The group then traveled to **Baker Manufacturing**, producer of post-office furniture by an intensive hands-on processes of welding, pressing, and assembly. The last stop on the tour was **International Paper** in Pineville, manufacturer of kraft paper used to line corrugated containers. The bus drove by the chippers, cookers, and digesters to arrive at the Tampella single-line papermill. The end product is spooled on rolls; a full roll is approximately 23 ft. wide with a 60 in. diameter, weighs 30 tons, and contains six truckloads of wood. Friday night ended with a show-and-tell at the hotel.

Saturday started bright and early, again with two buses. First stop was **Allen Canning**, which was running its sweet potato lines, all ten of them. In a 17-hour day, 1.2 million lbs. or 25 tractor-trailer truck loads are processed. Potatoes are cleaned, peeled and cut to different sizes. Air jets operate the "rejector," which throws out over- and undersized pieces, and pieces with spots. When not processing sweet potatoes, Allen runs lines of okra, zucchini, jalapeño pepper, and refried beans. Most supermarket house labels are represented by Allen Canning.

Next up was the **Producers Mutual Cotton Gin**, located in

(continued on page 12)



Sandy Norman Photos

Two halves of a whole. Fall tour participants traveled in two buses and were never together at the same time to take the traditional group photo. Both groups, however, stopped to have their photos taken on the front porch of the commissary of Southern Forest Heritage Museum and Research Center, Long Leaf.

SIA Savors Central Louisiana

1997 FALL TOUR REVIEW

(continued from page 11)

the middle of central Louisiana cotton fields. The trucks that arrive are greeted with "sucker pipes," which vacuum the cotton from the trailer and send it into three Continental 141 gins. From the gins the cotton is fed directly into a baler that produces a 500-lb. bale. Cotton in this part of Louisiana is on the decline and this particular gin faces a diminished future.

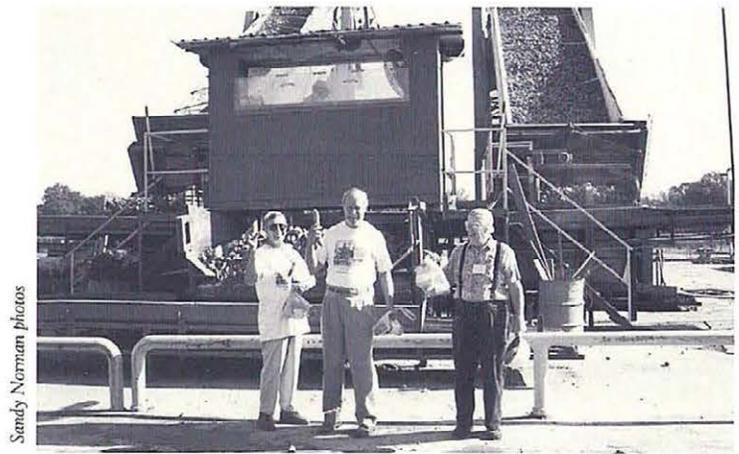
Having visited Martco's plywood factory on Friday, SIAers toured the companion **Martco Oriented Strand Board Mill** in Morrow on Saturday. Oriented strand board is not particle board; instead of small particles, chipped strands .025 in. thick by 4.625 in. long are produced, dried, blended with resin and wax, and formed into oversized 8x6 ft. mats. The mats then are pressed and cut. Over 1.1 million lbs. of dry strands are run each day.

From industry of today to industry of yesterday, the next stop was the ruins of the **Meeker Sugar Refinery** in Alexandria. Built in 1912, it was designed to be a central factory, replacing individual plantation facilities. The refinery closed in 1981, but those who had attended the 1992 Fall Tour in South Florida found the fields and remains familiar.

The highlight of the day was the **Southern Forest Heritage Museum and Research Center** in Long Leaf. The sawmill here was founded in 1892 and ceased operations in 1969. The property includes three steam locomotives and other remnants of the Red River & Gulf RR, and three steam logging machines. A fully equipped machine shop and the sawmill, little altered since 1910, are open to visitors. Besides a grand tour by Henry Taves, members were allowed free time to wander around the site and explore the pieces of machinery still hidden in the woods.

Saturday's banquet was a southern feast held at the Old Leconte High School, named, like the town, for a racehorse. The 1924 school has been restored as a museum and community center. During dinner, drawings were held for extra posters, pens, and pralines. Robert Talbot was the proud winner of the a 20-lb. sweet potato (named Baby) from Allen Canning.

Sunday offered three tours. One was a morning walking tour of **Alexandria**, founded in the 1790s as a fur-trading post and planned as a city in 1805. Although few pre-1865 buildings exist



Sweet potatoes galore. SIAers show off the bounty at Allen Canning, while they watched tons of sweet potatoes being processed for Thanksgiving and Christmas dinner tables.

today, the group toured several early sites including the trading post, one of two town squares, and the terminal of the first railroad built west of the Mississippi in 1837. By 1861, Alexandria was a regionally important commercial center on the Red River and of considerable importance to the Confederate Army because of its meat packing house, shipyard where steamboats were converted to gunboats, shops for repairing and reconditioning guns, and warehouse for military supplies. Union forces captured Alexandria in 1863 and burned much of it before leaving town. After the war, Alexandria rebuilt; eleven railroads entered the city, earning Alexandria the nickname of "Hub City," notable for its stores, hotels, restaurants, and bars.

The second Sunday tour visited the U.S. Army Corps of Engineers **Old River Controls** near Simmesport. The controls consist of a series of flood and river control dams, a navigation lock, and a hydroelectric power station, located at the confluence of the Mississippi, Red, and Atchafalaya rivers. The Corps of Engineers began development of the Old River Controls in the late 1930s when concerns were raised that the Mississippi was changing course. Unless something was done the Mississippi would eventually turn to flow down the Atchafalaya River to the Gulf of Mexico, thus leaving Baton Rouge and New Orleans high and dry and without their port facilities. The Old River Controls Structure (1955-59) maintains the flow of water in the Lower Mississippi and by six tainter gates allows about 30 percent of the

1998 SIA Fall Tour

Connecticut Valley, Sept. 30-Oct. 4

Bob Stewart is leading a dedicated committee of volunteers who are organizing the 1998 SIA Fall Tour to the Connecticut Valley. While at this date many activities still are tentative, the committee has already produced an itinerary with process tours and historic sites sure to be of interest. The headquarters hotel will be the Harley Hotel, Enfield, CT. A Wednesday pre-tour will feature a walk along the Windsor Locks Canal led by Mike Raber, an expert on the canal's history. An alternative Wednesday pre-tour will be held at Old Newgate Prison, an 18th-century prison and copper mine. Thursday tours are scheduled at Hartford Clamp (late-19th-century machine tools driven by an overhead belt system), Warren Manufacturing

(velours and fine designer fabrics), the Connecticut Trolley Museum (lunch and trolley operations), Parsons Paper (fine writing papers made on a late-19th-century line), Lego (plastic toy blocks), and, tentatively, Milton-Bradley (toys and games).

Friday's tours will begin at Westfield Whip, offering a rare view of century-old whip-making equipment, followed by the Indian Motorcycle Museum and then the Springfield Armory for lunch and a tour. The afternoon will be spent at Smith & Wesson, where SIAers will see the manufacture of guns, bicycles, and police equipment. Capping the day, Smith & Wesson will host dinner and the opportunity to test the latest arms at their firing range. Saturday tours include Noble & Cooley (toy and professional drums) and Holyoke Water Power (canals & turbines). An evening banquet will be held at the New England Air Museum with the opportunity to see the last remaining Sikorsky flying boat, currently under restoration. Registration materials will be mailed to SIA members in late Summer. ■



Taking shape. Baker Manufacturing Company makes furniture for the U.S. Postal Service. Particle board with a Melamine finish is produced in one section of the factory. In another, pressmen produce metal legs and drawers.

Mississippi's flow to enter the Atchafalaya. The Old River Locks (1963) permits watercraft to pass between the Mississippi and the Red or Atchafalaya rivers, and also features a vertical lift bridge for vehicular traffic. The **Sydney A. Murray Jr. Hydroelectric Station** (1985-1990) is claimed to be the world's largest prefabricated power plant. The 12-story plant was constructed in New Orleans, floated upriver, maneuvered into position, and then sunk onto a foundation. The second Sunday tour ended with stops at the **Indian mounds at Marksville** and two Civil War forts, **Fort Humbug** and **Fort DeRussy**.

The third Sunday tour focused on plantation history. **Magnolia Plantation Farm** is now part of the developing Creole National Historical Park. The site includes slave cabins, a black-

smith shop, and a 19th-century cotton gin that has been recorded by HAER. **Melrose Plantation** was founded by Marie Therese Coincoin, a freed slave, and her children, in 1794. The site now is owned by the Association for the Preservation of Historic Natchitoches. Yucca House, the first family home, was built about 1796 using local materials: cypress beams and bousillage walls made from river mud, deer hair, and Spanish moss. Free time in Natchitoches, the oldest permanent settlement in Louisiana, found SIAers wandering among the cotton mansions and mercantile buildings with cast-iron grillwork galleries. Sunday's final stop was at **Kent House**, a plantation moved to Alexandria in 1971. The auxiliary buildings include a sugar mill, slave cabins, weave rooms, kitchens, and a milk house.

At every stop of the tour, plant managers and tour guides were welcoming and knowledgeable. In true southern tradition, every stop featured little gifts and lots of smiles.

Lauren B. Sickels-Taves put together an outstanding crew who guided us in style. Sonie Milton provided the southern charm and wit, as well as the history of the surrounding area. Kent Milton had maps for every occasion, a wide knowledge of local agricultural practices, and a wicked sense of humor. Henry Taves from the Southern Forest Heritage Museum combined with Kent to guide one bus and made all the pre-tour arrangements. John Chaney of the Louisiana Forestry Association was a walking encyclopedia of southern forest history and turned the legs between stops into mini-lessons on hard and soft woods, replant times, and soil compositions. Mary and Paul Meredith, longtime SIA members, drove up from Lafayette to serve on the committee and provide support services. All of these people and many whose names we never knew did a super job to make us feel welcome and introduce us to the industry and economy of central Louisiana.

S.N.

CHAPTER NEWS

Samuel Knight (California) sponsored a two-day tour to the Knight Foundry and California's gold country in January as part of its participation in a symposium to explore ways to reopen the foundry, inactive since June 1996. Since its establishment last year, the chapter has grown to 45 members, largely via outreach to SIA members and word of mouth. The chapter has two preservation projects at the top of its agenda: the first is to place the submerged Alameda Point Ferry Terminal in Oakland on the National Register, the second is to help restart the Knight Foundry. The chapter's second meeting was largely devoted to an in-depth discussion with foundry owner Carl Borgh. In the latest chapter newsletter (Nov. 1997), Andy Fahrenwald, chapter president, outlined his thoughts on how the chapter could lend its support to a renewed effort to reopen the foundry, perhaps sometime later this year. Samuel Knight, the chapter's namesake, established the iron foundry at Sutter Creek in 1873. The foundry, visited as part of the 1996 SIA Annual Conference, is a truly unique historic industrial site where late-19th-century iron-foundry equipment and techniques survive virtually unchanged.

Roebling (Greater NYC) held its annual meeting at Drew University, Madison, NJ, on January 24. Elected to serve as chapter officers were Bierce Riley (President), Lance Metz (Vice President), Charles Scott (Treasurer), and Aron Eisenpress (Secretary). The business meeting was followed by the annual

show-and-tell and a program of three films produced by the NY Port Authority during the construction of the Holland and Lincoln tunnels, and the George Washington Bridge.

Montgomery C. Meigs (Washington, DC) gathered at the National Building Museum on February 9 for *Sketches of Scotland: The 1997 SIA Industrial Tour of Scotland*. Fellow members and international travelers Michael Hamilton, Christopher Marston, Robert Vogel, and Helena Wright showed photos and a video of their recent tour of Scottish industrial and engineering sites.

Southern & Northern New England sponsored the *11th Annual Conference on New England Industrial Archeology* at Plymouth State College (NH), February 7. The conference is held to encourage investigation, research, recording, and exchange of information on all aspects of the industrial heritage of the Northeast. This year's program featured eight papers on a range of New England industries: Gray Fitzsimons and Richard M. Candee presented papers on textile machine manufacturing, Victor Rolando on the archeology of a pottery in Bennington, and Cassandra Michaud on the Boxford (MA) ironworks. Bridge building was the subject of Nelson Lawry's paper on timber boxed pony trusses and Carl Walter's paper on the aqueducts of the New Haven & Northampton Canal, while David Switzer discussed efforts to preserve the bow section of the clipper ship *Snow Squall*. ■

SIA's 14 Days of Scotland

Review of the 1997 Study Tour

(continued from page 3)

sails and covers for the oil industry while the remainder of the group visited the **Caledonian Steam Railway** and a linen damask hand loom weaver at House of Dun before re-uniting at **Benholm Mill**, where oat milling is interpreted. At the fishing and textile village of Gourdon, we visited **Gourline**, a fishhouse that smokes haddock ("smokies"), trout, salmon, and herring. In Aberdeen, a historic city revived by the North Sea oil trade, we stopped at the **Wellington Suspension Bridge** (1831), a 230-ft. chain suspension bridge by Samuel Brown.

Day 9: We began at the **Garlogie Woolen Mill** (1830-1904), which houses the only rotative beam engine remaining in situ in Scotland. The **Montgarrigie Mill** produces oatmeal on five pairs of stones powered by an 1886 Abernethy water wheel. Run by three generations of the Macdonald family, the mill features a wire-mesh drying floor above the kilns upon which the raw oats are roasted, giving the oatmeal a crisp, nutty texture. Entering the heart of whisky (NB: not whiskey) country, our first distillery tour started at the **Ardmore Distillery**, producer of Teacher's. **Benriach Distillery** (1897) offered us a chance to view barley being malted in a peat-fired kiln. We also toured the mothballed **Glendronach** and the active **Longmorn-Glenlivet** (1894-5) distilleries. We saw an IA gem in the **Knockando Wool Mill**, a *wee* shed tucked into the hillside. Here enterprising owner-operator Hugh Jones weaves blankets and rugs on an elderly Dobcross broad loom, while a Platt mule and carding set lies unused next door. Entering the valley of the River Spey, we visited a classic cast-iron bridge: the **Carron Bridge** (1863) by Alexander Gibb, the last cast-iron rail bridge built in Scotland. It is now open as a road bridge after surviving a controversial "preservation vs. reconstruction" public inquiry.

Day 10: We took our first steam excursion of the trip via the **Strathspey Railway**. At Boat of Garten we boarded engine no. 828, a McIntosh (Glasgow) 0-6-0 built for the Caledonian Railway in 1899. The terminus of Aviemore features a Great North of Scotland Railway stone engine shed (1896), and a historic station and footbridge moved from nearby locations. Many of the railway's engines are models for the characters of the Thomas the Tank Engine series, children's books and a TV show popular in the United States. Nearby we visited the **Highland Folk Park**, which preserves farm structures, farm machinery, crops, and livestock. This ambitious open-air museum plans to reconstruct a ca. 1700 township based on archaeological evidence from Raitts, a village abandoned about 1850. Day's end we arrived in the scenic Scottish Highlands in the shadows of Ben Nevis, the highest point in Britain (4,406 ft.). The area is home to aluminum production, the vast amounts of electricity required by the refining process furnished by hydroelectric plants supplied by water channeled from the rugged Highlands. **Kinlochleven** boasts the world's oldest and smallest working aluminum smelter (1905-09), featuring 11 Pelton wheels.

Day 11: The Highland's shone in all their scenic glory with an excursion on the **Jacobite Steam Train** over the 41-mile route of the West Highland Railway. The steam excursion was a tour highlight, featuring some magnificent countryside of mountain lochs, sea lochs, and a distant view of the Isle of Skye. The engineering marvel of the 82-mile round trip was the **Glenfinnan Viaduct** (1897), a 21-arch concrete viaduct on a 12-chain curve built by "Concrete Bob" MacAlpine. The line also crosses



Mike Hamilton: photo

The remains of a Victorian water-bucket pumping engine are displayed at the Straitsteps lead mine in Wanlockhead.

Neptune's Staircase, a seven-lock flight on Telford's Caledonian Canal, a twin to Canada's Rideau Canal.

Day 12: We followed a tour of the **Bonawe Blast Furnace** (1752) by a tour of the Cruachan pump-storage power station, or a cruise on the tiny peat-fired steam launch *Lady Rowena* on Loch Awe. After a quick stop to see ongoing restoration of the paddle steamer *Maid of the Loch* (1953), it was on to our final destination, Glasgow, Britain's second largest city

Days 13 and 14: Highlights in Glasgow included the **Kvaerner Govan Shipyard** (1863), featuring an 1890 Beaux Arts office with decorated doorway flanked by statues of an engineer, shipwright, and mermaids; an Arrol titan cantilever crane; and an oil tanker under construction, the latter evidence that Clydeside ship buildings is alive and well. We had a rare tour of **Craigie Hall**, which has been restored privately to reveal early C. R. Mackintosh doorways and an organ case. We also visited the impressive restoration of **Holmwood House** (1858), a Greek revival mansion built by unsung Glasgow architect Alexander Thomson. At the **Scottish Maritime Museum**, Irvine, restored ships and a recreated shipping village are presented *a la Williamsburg*. The erecting shop (ca. 1871) was built at Linthouse shipyard and moved to Irvine in 1988. At the **Clyde Maritime Trust** we toured the restoration shops of the three masted barque *Glenlee* (1896), built at a River Clyde shipyard, the same area which launched the *Falls of Clyde* (now in Hawaii) and the *Balclutha* (San Francisco). Finally, **Summerlee Heritage Park** exhibits Scotland's largest collection of operating machinery, interprets a reconstructed coal mine, and runs a preserved tramway.

Thanks go to the many individuals and organizations who welcomed the SIA in Scotland. Eric Watt, John Crompton, Graham Douglas & Carol Whittaker, Scottish Industrial Heritage Society; George Ters, International Knitwear; Catherine Maxwell-Stuart, Laird of Traquair; David Anderson, East Lothian Council; Fergus Walters, Scottish Mining Museum; Martin Houston, Paton & Baldwins; Joe Scott, Wanlockhead Museum Trust; Jim Arnold, New Lanark Conservation Trust; Alan Rankin, Dundee Heritage Trust; Hon. Mervyn Rolfe, Lord Provost of Dundee; Hamish Ogilvie, Malcolm Ogilvie and Co.; Roderick Stewart, W.R. Stewart & Sons (HMS Unicorn); Dee Mackintosh, HELM, Sea Captains House, Dundee; Muriel Stern, Arbroath Herald; Peter Babbs, Benholm Mill; Family MacDonald, Montgarrigie Mill; Hugh Jones, Knockando Wool Mill; Ross Noble & Steve Whyman, Highland Folk Park; Jim Bruce & Mark Taylor, British Alcan; Stephen Booth, Lochaber Ltd.; Mr. Ellingsen, Kvaerner Govan Shipbuilders; Callum Ford, Forth Ports P.L.C.; Angus Roxburgh, Craigie Hall

C.H.M.

SITES & STRUCTURES

The **Ben Schroeder Saddletree Factory and Residence** which operated in Madison, IN from 1878 to 1972, will be the site of a public archeology project in June. The excavation will follow-up on a similar project conducted last summer at America's last known 19th-century saddletree manufacturing complex. The goal is to unearth evidence of the Schroeder family's domestic and business activities and to locate any archeologically sensitive areas prior to the restoration of the intact factory buildings and family residence. Two generations of the Schroeder family manufactured thousands of saddletrees (the internal wooden frames of saddles) for saddle makers throughout the U.S. and Western Hemisphere. Left completely intact after Joseph Schroeder died in 1972, Historic Madison, Inc./Historic Madison Foundation, Inc. (HMI/HMFI) plans to restore the factory and operate it as a museum. The archeology project is a partnership between HMI/HMFI and the Ball State University Archaeological Resource Management Service, under the direction of Deborah L. Rotman. The excavation is funded in part with federal funds from the U.S. Department of the Interior, administered by the Indiana Department of Natural Resources, Division of Historic Preservation and Archaeology. Volunteers are welcome. Info: John Staicer, Director, Schroeder Saddletree Project, HMI/HMFI, Inc., 500 West St., Madison, IN 47250; (812) 265-2967, e-mail hmihmf@seidata.com, or web page: www.imh.org/imh/saddle/home.html.

The past year has not been a good one for Great Lakes grain elevators. The *Lake Superior Magazine* (Oct. 1997) reports that at summer's end the **Garfield C&D Elevators** in Duluth, MN, which have been inactive since the 1980s, were demolished. The Garfield D was thought to be the oldest concrete elevator on the Great Lakes. It was removed to make way for a bulk cargo facility. Meanwhile in Ontario, Thunder Bay's **Pool 6 Elevator** was partially razed by the owner in June. City officials consider the wreckage such an eyesore and potential hazard that they now plan to force the owner to complete the demolition.

The Berkely open pit copper mine in **Butte, MT** recently made the editorial pages of *The Boston Globe* (Oct. 23). "A Mess as a National Monument" by Ellen Goodman, congratulates efforts to turn the mine and city into a large-scale heritage site that will interpret the dirty, gritty, ugly things that represented real life in a copper mining town. If efforts are successful to preserve mines and mining equipment, Victorian houses and brothel buildings, and the record of the environmental cost of copper pits and tailings piles, then Butte, Goodman says, will be both a reminder and reprimand to our nation about how unfettered abuse of natural resources can destroy the environment. ■

CONTRIBUTORS TO THIS ISSUE

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With thanks

IA EXHIBITS

The **New England Museum of Wireless and Steam** (East Greenwich, RI) reports the acquisition of a rare **Improved Greene Engine** manufactured by the Providence Steam Engine Co. The 17-ton engine was rescued from the basement of the Rhode Island Cardboard factory in Pawtucket where it had served from the last quarter of the 19th century until 1919, when it was retired. Noble T. Greene, the engine's manufacturer, is noteworthy in American steam power history for his legal battle with George H. Corliss over patent rights for what became known as the Corliss-type engine. Greene sued Corliss for patent infringement, and Corliss counter-sued; Corliss eventually prevailed in the courts after spending a record \$106,000 on legal costs. Greene was prevented from manufacturing the engine until 1869, when the Corliss patents expired. The Greene engine was offered to the museum over 25 years ago, but the museum had declined the donation because moving the engine seemed impossible, requiring a hole in the bottom of a load-bearing, five-story brick wall. Recently, new owners of the old cardboard factory let it be known that they were demolishing the part of the building over the engine, thus providing the museum staff and volunteers an opportunity to salvage the engine, including its 10,000 lb. flywheel. The engine is currently undergoing restoration to operating condition. Info: 1300 Frenchtown Rd., E. Greenwich, RI 02818-1309; (401) 885-0545.

The **Morris Canal** is the subject of a new changing exhibit at the **National Canal Museum** (Easton, PA). The exhibit draws on photographs and artifacts from the collections of the Canal Society of NJ, canal historian James Lee, and the Raymond E. Holland Regional & Industrial History Collection. Completed in 1831, the Morris Canal extended from New York Harbor to the Delaware River at Phillipsburg, NJ. The canal carried Pennsylvania anthracite eastward to New Jersey and New York City, and delivered iron ore from New Jersey to the blast furnaces of the Lehigh Valley. Its peak year was 1866. Between 1924 and 1927 the canal was dismantled. Info: NCM, Two Rivers Landing, 30 Centre Sq., Easton, PA 18042-7743; (610) 599-6613. ■

1998 Ironmasters Conference The Salisbury Iron District

The 1998 Ironmasters Conference will be held May 16-17 in the Salisbury Iron District of Northwestern Connecticut. The Ironmasters Conferences are an annual series of events devoted to the archeology, history, and technology of the early American iron industry. This year's conference will be the first held in New England. The focus will be on the rich heritage of the Salisbury District ironmaking, which dates from 1735 to 1923. A Saturday papers session will include a morning symposium introducing the district and other Connecticut iron-making sites, and an open afternoon session on general U.S. iron-related topics. A surprise after-papers evening social event is planned. A tour of approximately six historic iron industry sites including several standing blast furnaces in Northwestern Connecticut and adjacent areas of Massachusetts and New York is planned for Sunday. Information on optional pre- or post-conference self-guided tours will be provided. For information on conference location, lodging, and other arrangements, please send a self-addressed, stamped envelope to: Matthew Kierstead, 22 Rosewood St., #3F, Pawtucket, RI 02860. ■

CALENDAR

1998

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

May 16-17: 1998 Ironmasters Iron History Conference, Salisbury Iron District, Northwestern CT. (See P. 15) For info on conference program and accommodations send SASE: Matthew A. Kierstead, 22 Rosewood Ave., Apt. 3F, Pawtucket, RI 02860.

May 20-24: Railway & Locomotive Historical Society Annual Meeting, Scranton, PA. Info: SASE, R&LHS National Convention, c/o William F. Howes, Jr., 3454 Cormorant Cove Dr., Jacksonville, FL 32223-2790.

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

September 9-12: Interpreting the Automobile Conference, Henry Ford Museum & Greenfield Village, Dearborn, MI. Sponsored by the Soc. of Automobile Historians and the Nat'l Assoc. of Automobile Museums. Info: HFM, Box 1970, Dearborn, MI 48121; (313) 982-6071.

September 11-13: Environments of the Industrial Age – An Asset for the Post-Industrial Society? International Seminar, Stockholm, Sweden. How to accomplish the preservation and reuse of industrial landscapes and factories. Papers from across Europe. Info: Inger Jonsson, Museum of Work, Laxholmen S-602 21 Norrköping, Sweden. Phone: 46-11-189800; fax 46-11 182290; e-mail: inger.jonsson@elchist.uu.se.

Sept. 30-Oct. 4: SIA Fall Tour of Connecticut Valley. Early bird tour on Sept. 30 and a "do-it-yourself" tour on Oct. 4. Info: Bob Stewart, 1230 Copper Hill Rd., West Suffield, CT 06093; (860) 668-2928; fax 668-9988; e-mail: 73071.3441@compuserve.com.

October 15-18: Society for the History of Technology (SHOT) Annual Meeting, Baltimore, MD. Info: SHOT, Secretary, History Dept., 310 Thach Hall, Auburn Univ., Auburn, AL 36849. Homepage: <http://hfm.umd.umich.edu/tc/SHOT>.

October 16-18: Historical Perspectives on Business, Labour, Technology, and Society; The Fifth Canadian Business History

Conference, McMaster University, Hamilton, ONT. Info: Ken Cruikshank, Dept. of History, McMaster Univ., Hamilton, ONT L8S 4L9; e-mail: cruiksha@mcmaster.ca

October 21-24: Society for Commercial Archeology (SCA) Annual Conference, Chattanooga, TN. "Drivin' the Dixie: Automobile Tourism in the South" explores automobile tourism and its impact on the commercial built environment. Includes tours of the Dixie Highway in north Georgia and Tennessee. Info: Jeffrey L. Durbin (404) 651-6546; e-mail: Jeff_Durbin@mail.dnr.state.ga.us.

October 30: New Technologies and Art in the 20th Century Conference, Hagley Museum & Library, Wilmington, DE. Historic perspectives on artistic uses of new materials and machines. Info: HML, Center for the History of Business, Technology, and Society, Box 3630, Wilmington, DE 19807; (302) 658-2400; fax 655-3188.

November 12-14: Whither Industrial Archeology Symposium, Lowell National Historic Park, Lowell, MA. Co-sponsored by the SIA. Reflections on the past, present and future of industrial archeology in North America. Info: Gray Fitzsimons, Park Historian, Lowell National Historic Park, 67 Kirk St., Lowell, MA 01852-1029; (978) 275-1724; fax 275-1762; e-mail: gray_fitzsimons@nps.gov.

November 13-14: Manufacturing, Marketing, and Meaning: Glass in American Life, Historical Society of Western PA, Pittsburgh. Info: HSWP, 1212 Smallman St., Pittsburgh, PA 15222.

1999

January 5-10: Society for Historical Archaeology Conference on Historical and Underwater Archaeology, Salt Lake City. Conference theme is "Crossroads of the West: 19th Century. Transportation, Mining and Commercial Development in the Intermountain West." Info: Don Southworth or Michael R. Polk, Sagebrush Consultants, 3670 Quincy Ave., Ste. 203, Ogden, UT 88403; (801) 394-0013; fax 394-0032; e-mail: sageb@aol.com.

March 12-13: Multiple Views, Multiple Meanings: A Critical Look at Integrity, Goucher College, Towson, MD. National Council for Preservation Education co-sponsored event looking at the theory and practice of historic integrity in the preservation movement. Info: Michael A. Tomlin, NCPE, 210 W. Sibley Hall, Cornell U., Ithaca, NY 14853; (607) 255-7261; fax 255-1971; e-mail: mat4@cornell.edu.

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