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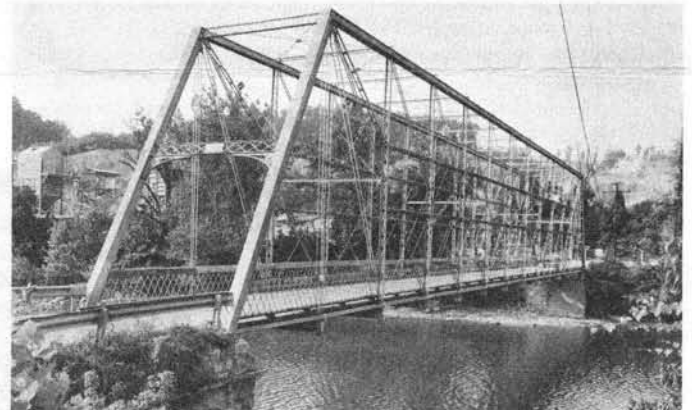
AGNES RAVAGES & REVEALS

Concern for suffering and loss of property more immediately relevant to basic human needs caused by the June floods resulting from storm Agnes has masked awareness of irreparable damage to our IA. As there has been little publicity given this area, only major losses are known: extensive damage to berm, locks and other C&O Canal structures; destruction of an 1878 209-ft span King Iron truss bridge, Occoquan, VA, that was due for preservation.

Agnes' ill winds did, however, blow some good. The B&ORR's historic Old Main Line in the Patapsco Valley from Relay to Daniels, MD—site of the legendary race between the horse and locomotive Tom Thumb—was heavily washed out and may not, rumor says, be restored. But the same waters in 3 locations also neatly scoured away several feet of later ballast and fill, exposing to view about 500 ft of the granite tie-blocks and stringers that carried the strap-iron running rail forming the RR's first 20 miles of track, c1829-31. Because of its inelasticity the granite roadbed was soon replaced by wood ties and buried, the iron rails salvaged. At 2 of the sites 3 of 4 lines of stringers show, evidence of double track.

There has been preliminary recording by Smithsonian and MD Geological Survey, which, with MD Hist Soc and the ASCE

are exploring with the B&O protection and memorialization of what unquestionably are the earliest permanent-way remains of a passenger-carrying RR in the W Hemisphere, if not the World.



LOST: King Iron Bridge Co truss, Occoquan—1878. *William E Barrett*

& FOUND: B&O's Stones at Ilchester, Oella & Holofield, MD. *R Vogel*



FIRST METALS HISTORICAL LANDMARK

With the designation on 5 June of its first Metals National Historical Landmark, the American Society for Metals has become the second of the engineering and materials societies to implement a historical landmark program (see ASCE, page 2). The NMHL, the first electric-arc steelmaking furnace in the W Hemisphere, was imported in 1905 from France, where it was developed, by C Herbert Halcomb of the Halcomb Steel Co, Syracuse, NY. The first heat was tapped in 1906, the last in 1929. The furnace's original capacity of 3 tons in 1907 was increased to 4 by raising its roof. The steel was first refined in a conventional open-hearth, then transferred to the electric furnace for final refining and addition of alloying elements, to produce fine tool and stainless steels.

The furnace was nominated for landmark status by the ASM Syracuse Chapter, the plaque presented by ASM Landmarks Committee Chrmn Jack E Chard (SIA) to Walter T Haswell of Colt Industries' Crucible Specialty Metals Divn. It was

donated to the Smithsonian in 1961 but will remain outside the Crucible plant pending completion of the museum's Iron & Steel Hall. Further information: R J Seman, ASM, Metals Park, OH 44073.

