

# SOCIETY FOR INDUSTRIAL ARCHEOLOGY

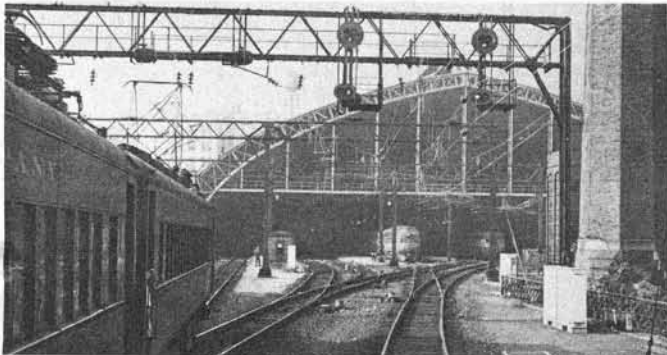
## NEWSLETTER

Volume One Number 5

September 1972

### OVERDUE RECOGNITION

Two of the US's most important 19thC engineering structures have at long last been given their rightful due: The Reading RR's great 509-ft-long Reading Terminal Train-shed on Market St, Philadelphia, has been placed on the Natl Register. The shed, with a 259-ft single span accommodating 13 tracks, was the work of Joseph M Wilson, and was, until construction of the Pennsylvania's late Broad St Station, Philadelphia (SIAN July, *Publs*) world's largest. Built 1891-93, it is one of the last American balloon-type train sheds without intermediate supports. Its 3-hinged segmental arches are 88 ft high. *Danny A Morris, Smithsonian Instn.*



Philadelphia Historical Comm photo by M C Means

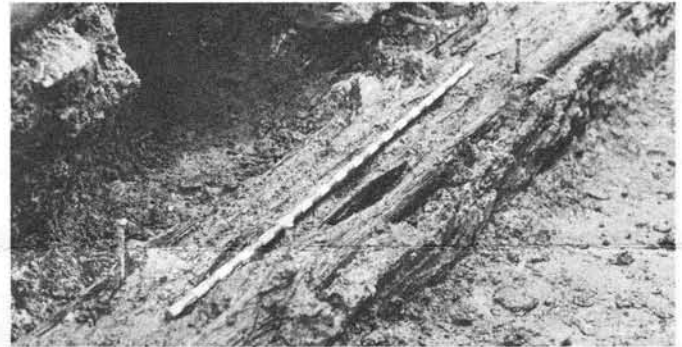
Although the entire length of the Delaware & Hudson Canal (NY & PA) was declared a Natl Historic Landmark in 1970, its most important structure, the Delaware Aqueduct, was not singled out as deserved. The ASCE (SIAN July) happily has rectified this slight by designating it a Natl Historic Civil Engineering Landmark. The 4-span wire-cable suspension aqueduct, designed and built for the Canal in 1847-48 by John A Roebling, is the earliest of his bridges extant and the oldest suspension structure in the W Hemisphere. Today it carries highway traffic across the Delaware at Lackawaxen, PA.



HAER photo by Jack Boucher

### AN ANCIENT HYDRAULIC SYSTEM

What can hardly be doubted are the earliest remains of an American hydraulic system have been unearthed under Albany's State St by NY State Board for Historic Preservation Sr Scientist-Archeologist Paul R Huey, on a salvage project



36-inch scale

NYSBHP photo by Paul Huey

during a utility excavation. Beneath early-20thC concrete and crushed stone; late-18th-early-19thC sand fill; 18thC sand fill; and 18thC Colonial fill, Huey's party discovered a series of conduits or troughs made of logs hollowed-out on top, with a plank nailed over the channel thus formed, that conducted water underground from a hill spring to supply the town. The system, described in contemporary accounts, was installed in 1678.

### IA CALAMITY

The legendary Hoosac Tunnel near N Adams in the NW corner of Mass in early Aug was blocked by 75 tons of rock that collapsed a section of the brick lining, stopping Boston & Maine RR E-W traffic for a week. Begun in 1853 using the hand drilling and black-powder blasting that had been traditional in mining and tunneling for centuries, it was not until 1865, when machine drilling and nitroglycerin were introduced, that there was real hope of completion. The bore has been in full service since opening in 1875. Repairs took the form of extensive concrete grouting with corrugated-steel reinforcement.

### THE WORK OF IA

**Hands Across the Water.** Eric N DeLony has returned to the Historic American Engineering Record after a year's leave under the Fulbright-Hays Exchange Program to study the practice of IA in Britain, having ended his term at the Ironbridge Gorge Open Air Museum. He was the first foreign student to participate in the Museum's program of encouraging research into both the area's rich industrial and engineering heritage and the practical problems of industrial preservation in a museum setting. DeLony found the latter to range from the arresting of oxidation deterioration in the original iron lintels (1638 & 1777) of Darby's Coalbrookdale iron furnace to determining the degree of tidiness appropriate in a public museum that is to represent an essentially filthy and disordered operation. A fuller report on his tour will be forthcoming.

### Utah

September will conclude the 2nd and final summer of the HAER Utah Survey. In 1971 the survey team prepared