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DELAWARE AQUEDUCT SOLD—BUT IT'S OK!

Roebling's Delaware Aqueduct, at times quite reasonably referred to as America's Iron Bridge (SIAN 1:5), which had been for sale for a number of years by its previous owner, last January was purchased by Albert L Kraft of Hawley, PA, who, happily, is fully appreciative of the venerable span's extraordinary historical importance. Fortunately the tolls provide sufficient return for adequate maintenance. Kraft already has replaced much of the timberwork of the deck; this fall

will remove rust and repaint the main cables, suspenders and other ironwork; and has long range plans to rework the approaches, repaint the pier and abutment masonry, and construct some type of ice protectors for the upriver masonry faces. Beyond this, he has taken steps to draw public attention to the structure and provide attractive visitor facilities, including a gift shop. *Recall that the ideal use for a historic industrial structure is continued use.*

READING TERMINAL RALLIES

The prognosis for the Reading's Great Train Shed in Philadelphia, whose National Registry and subsequent apparent doom was noted in SIAN 1:5 & 2:2, seems to have brightened, but just barely. The Soc of Architectural Historians' Philadelphia Chapter's Preservation Committee's Chairman, George E Thomas, has mounted a vigorous campaign to preserve at least the huge train shed (1891-93), the last remaining great 19thC American arched track enclosure, and the oldest surviving long-span roof in the world. Proposals have been made for adaptation of the structure to a shopping mall, a bus terminal, or some other commercial use compatible with the Market Street East project that, with new subway facilities beneath the site, threatens it. The most coherent of the re-use schemes have been advanced by U of PA architectural student Marianna Thomas in a thesis study.

The feasibility of preservation and re-use is being considered by the President's Advisory Council on Historic Preservation, involved as the project to replace the terminal is federally financed (HUD) and it is on the Register. Predictably, the city's Redevelopment Authority is attempting to avoid a legal confrontation over demolition by a ploy that recently has gained some popularity among those honorable folks of the political community: Denational registration. Look guys, it won't work. Information on the situation: GET, 3920 Pine St, Phila 19104.

GOOD NEWS FROM BALTIMORE

In a move bound to astonish anyone conscious of the industry's generally slack fiscal position during recent decades, the C&O/B&O (combined) RR has officially announced a \$1-million renovation of the B&O Museum in Baltimore, which contains the finest collection of historical locomotives and rolling stock in the US. It is housed in a structure that is of nearly as great importance, the huge circular (well, 22-sided polygonal) car shop of 1884 at the B&O's Mt Clair shops, which has been growing tattier by the year. The money will be used to repair the shop, adapt another (less spectacular) shop building, demolish an adjacent nondescript grain elevator, and refurbish the exhibits.

APPOMATTOX IRON WORKS

Some of our most interesting IA has been coming to light recently in the South, an area that many historians of technology and industry have been too ready to write off as barren territory. But then too, southern preservationists have been as guilty as any of the house and battlefield syndrome. But it's changing. Recently Historic Petersburg (VA) Founda-



tion, Inc, through the alertness of one of its members, noticed that the Appomattox Iron Works there had been sold and in an uncommonly enlightened move, the group, with a \$10,000 loan, purchased the site from the new owner, who actually had begun demolition. All this, mind you, on the strength of nothing more than an intuitive awareness that the firm had been in business for a century, that it had been of some importance to the city's economy, and that the structures and contents seemed to have historical interest. No certainty of the latter, and certainly no clear notion of what was to be done with their property or where additional funding was to come from. *That's* the sort of boldness that can make industrial preservation work.

AIW is, in fact, an exceptional site in its variety and integrity. After the Civil War the firm began as a foundry and machine works, by the time of its removal to the present site c1900 producing sawmill and misc agricultural machinery, and general castings. The last regular product was a line of peanut shellers, not built since WW II. Also c1900 a mill supply busi-