

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

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MICHIGAN TECH STUDENTS CONTINUE RESEARCH AT THE WEST POINT FOUNDRY

Students from Michigan Technological University's Industrial Archeology Program returned to the West Point Foundry this summer to conduct their annual field school. Located in Cold Spring, NY, the foundry site is currently owned by an environmental land trust organization, Scenic Hudson. To achieve the dual goals of preserving the natural landscape of the site as well as interpreting the historical remains for the public, Scenic Hudson has entered into a multi-year partnership with MTU. This partnership will help develop a long-term management plan for the foundry, while also providing students with an opportunity to develop their IA skills at a world-class industrial site.

The West Point Foundry was founded in 1817 and operated in various capacities until 1912. During its lifetime the foundry produced steam engines, steam locomotives, decorative iron castings, sugar-processing machinery, portions of the water system for New York City, and several types of cannon and ordinance. In the early years, iron was smelted in a blast furnace located at the site,

but by the early 1840s the foundry had ceased operation of the furnace and was obtaining its iron from other sources. Dozens of buildings were constructed to meet the needs of the various manufacturing techniques used at the foundry.

Although the foundry was in operation for almost one hundred years, scavengers, neglect, and the elements have taken their toll. Visitors today find a park-like setting with tall trees and the pleasant sound of water cascading over an old dam. Interspersed among the trees are piles of bricks, stone walls, and various iron rods sticking out of the ground. The size of the old foundations helps to communicate that something important must have happened there, but it's difficult to determine what it might have been.

During the last three summers, the IA work at the foundry has focused on historical research, mapping, and some excavating. Based on this excellent foundation work, the plan for this past summer called for "moving lots of dirt" in a few focused areas of the 87-acre site. Specifically, the team concentrated on an area where it

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MTU students Rachael Herzberg and Ed Tennant document the remains of a lathe base in the boring mill at West Point Foundry.

WEST POINT FOUNDRY (continued from page 1)

was believed that the blowing engine for the blast furnace had been located, as well as exploring the boring mill complex where cannon and steam cylinders were bored. Erin Timms and Rachael Herzberg, both second-year MTU graduate students, supervised the excavation areas. Also supporting the research teams were MTU faculty members Patrick Martin and Timothy Scarlett as well as Assistant Archeologist Elizabeth Norris.

The work over the summer was divided into two, six-week sessions. The first six weeks focused on a field school where twelve students were educated on archeological techniques and encouraged to get their hands dirty actually excavating portions of the site. One of the students, Vanessa McLean from the University of Bristol, U.K., was able to join the group thanks to a scholarship from the Ed Rutsch Memorial Fund. During the last two weeks of this initial session seven volunteers from the environmental research and education group, Earthwatch Institute, also joined the students. The volunteers had varying levels of archeological experience, but they jumped right in and worked side-by-side with the students. For the second half of the summer, some of the students left, some stayed on to continue working, and several new folks arrived to help. The focus of this six-week session was less on instruction and more on uncovering the artifacts and structural remains that are central to answering the questions posed by the graduate students. The group also took the time to



Larry Mishker



Student Arron Kottlensky excavates the remains of a water channel at the blowing engine (left). Graduate students Mike Deegan and Mark Gleason from MTU's Isle Royale Institute prepare the remotely operated vehicle for an exploration of the West Point Foundry's boring-mill tailrace (right).

conduct two open houses where the public was invited to spend time at the foundry site and learn about its history and archeology.

By the end of the summer the combined teams were able to uncover more ground than any of the previous field school teams. At the blowing engine area, artifacts like metal gear fragments and large iron bands provided supporting evidence that the machinery to provide the blast for the furnace had been located where the group had been digging. In addition, the excavation of large stone raceways in the area helped explain how waterpower was harnessed to operate the machinery. At the boring mill, a guess at the location of a wheel-lathe pit pictured in a historic photograph was supported by the discovery of metal shavings, cutting tools, and a metal gear rack like those used to manipulate a lathe carriage. The waterlogged, underground tailrace to supply the mill's water wheel was also explored—first by excavation and the use of a water pump, and finally by utilizing an underwater Remotely Operated Vehicle supplied by MTU's Isle Royale Institute. The ROV provided tantalizing glimpses of the depths of the tailrace, but the roots and debris that now clog the waterway will have to be removed before additional work can be done.

With the work completed for the summer, the excavation sites were backfilled and the newly discovered artifacts were transported back to MTU for cleaning and further analysis. Copies of Timms' and Herzberg's theses will be deposited at the Putnam County (NY) Historical Society and Foundry School Museum in Cold Spring. In addition, Scenic Hudson is currently exploring options for the long-term curation of the artifacts at a facility on or near the site. Next year, a new group of students will descend on the site to learn about industrial archeology, uncover more ground, and work toward answering the many remaining questions about the history of the West Point Foundry.

Visit the foundry website at www.westpointfoundry.org to learn more about the work being performed or to view additional photographs. The work also received a positive review in the scholarly journal *American Archaeology* (Fall 2004), pp. 12-19.

Scott See

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 biannually. The SIA through its publications, conferences, tours, and projects encourages the study, interpretation, and preservation of historically significant industrial sites, structures, artifacts, and technology. By providing a forum for the discussion and exchange of information, the Society advances an awareness and appreciation of the value of preserving our industrial heritage. Annual membership: individual \$35; couple \$40; full-time student \$20; institutional \$50; contributing \$75; sustaining \$125; corporate \$500. For members outside of North America, add \$10 surface-mailing fee. 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; Web site: www.sia-web.org.

Mailing date for Vol. 33, 4 (Fall 2004), Nov. 2004. 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.

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Providential IA

Review of the 2004 Annual Conference

More than 240 SIA members and guests gathered in Providence, RI, June 10-13, for the SIA's 33rd Annual Conference. Participants went on tours from the Narragansett Bay to the Blackstone River Valley, throughout Rhode Island and into Massachusetts, with opportunities to soak in the industrial heritage that ranges from shipbuilding and seafood processing to textile manufacturing and metal casting. The conference was based in downtown Providence at the Rhode Island Convention Center and Marriott Courtyard Hotel. Attendees used their free time to explore the city from Federal Hill's Italian cuisine to the early American architecture of Benefit Street.

Providence is at the center of a region with a venerable industrial history. Slater Mill, located in nearby Pawtucket, has long been recognized as America's first true factory, built in 1793 by Samuel Slater. The cotton spun there, and the organization of work made possible by its Arkwright spinning machines and waterpower, are usually taken as the starting point for the industrial revolution in the U.S. Fittingly, the SIA began its conference with a Thursday-night opening reception at the **Slater Mill Historic Site** and the adjacent **Blackstone Valley Visitors Center**. The Slater Mill has a fine collection of textile machines that tell the story of cotton cloth from gin to loom. It is also the site of the Wilkinson Mill with its waterwheel and machine shop, which unfortunately were not operating due to a breakdown in the line-shaft clutch, but attendees had ample time to examine the machine tools. While the Slater Mill is one of the oldest historic industrial sites in the nation, preserved and restored beginning in the 1920s, the adjacent visitors center is one of the newest, a creation of the Blackstone River Valley National Heritage Corridor project of the National Park Service begun in 1986. This is one



Conferees gather around for an explanation of the ring-spinning machine at the Slater Mill Historic Site.

of the "gateways" for exploring the historic sites and attractions in the 47-mile-long valley from Pawtucket north to Worcester, MA.

About ten individuals (limited by the size of the computer lab) took part in a **Geographic Information Systems (GIS) for IA** hands-on workshop at Brown University organized by Lynn Carlson, Paul White, and Pat and Lyn Malone as a pre-conference event on Thursday. Another group joined Robert Jones and Rick Greenwood for a two-hr. architectural walking tour of downtown Providence, while yet another group traveled with Greg Galer to

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Philip Lord—2004 Vogel Prize Winner

Each year the SIA recognizes outstanding scholarship within the field of industrial archeology with its Robert M. Vogel Prize. The award honors the author of the best article to appear in the Society's journal, **IA**, within the past three years. Articles under consideration have a clearly stated thesis, a well constructed narrative, and an understandable conclusion. The analysis of material culture plays an important role in articles considered for the prize, as does the use of high-quality illustrations. The prize consists of a cash award and a wooden foundry pattern and plaque engraved with the recipient's name.

At the 2004 Annual Business Meeting in Providence, this year's award was presented by Rick Greenwood, on behalf of Tim Tumberg, this year's Vogel Prize Committee Chair, to Philip Lord for his article *The Covered Locks of Wood Creek*, published in *IA* Vol. 27, No. 1 (2001), pp. 5-16.

Lord's article is a seminal research piece that interprets the early beginnings of navigation improvements in the U.S. As historian George Rogers Taylor has made clear, the industrial revolution could not have been possible without the earlier transportation revolution. The earliest component of this is the creation of river improvements and towpath canals. Perhaps the most important focal point of these waterway improvements was the Hudson-Mohawk Corridor in New York

State. This region was the only water-level geographic gap in the Appalachian Mountains that separated the East Coast from the fertile lands around the Great Lakes and Midwest. As such the Hudson-Mohawk Corridor attracted the attention of entrepreneurs and engineers and became the cradle of America's canal era. These conclusions are credited to Philip Lord using the best available historical and archeological research tempered with his many years of experience exploring this area.



Philip Lord (right), 2004 Vogel Prize recipient, receives the foundry pattern and plaque from Rick Greenwood (left) of the Robert M. Vogel Prize Committee at the SIA Annual Meeting in Providence, RI.



Perry Green

An invitation to explore—an SIA member steps through the small manway in the loading-dock door of the Anthony Cotton Mill (1872), Coventry, RI.

then visited the plant in Webster, MA, where approximately 200,000 yds. of cloth are printed and treated per day.

Friday offered conference attendees a choice of six tours to Providence's surrounding regions. The Lower Blackstone tour looked at textile and jewelry industries starting in Pawtucket and working north to Attleboro, MA. The first of three textile-industry sites was **Wardwell Braiding Machine**, established in 1911 and the world's leading manufacturer of machines that make every-

thing from shoelaces to catheters and coaxial cable. Wardell was followed by **Leedon Webbing**, a producer of narrow-fabric, like the elastic for underwear, on needle looms. Rhode Island produces more narrow fabric than any other state. The highlight at Leedon Webbing was seeing the manufacture of Venetian blind tape, with both solid and stringer ladders, woven on 75-yr.-old looms with four cam-controlled shuttles. The next stop was **Gowdy Reed**, a maker of the comb-like device attached to the beater of a loom to keep the warp yarns parallel. Gowdy is the last reed company in New England, and they manufacture various-sized reeds for looms that weave everything from fine silk to ribbons. The company was founded in Providence in 1834, and it has been run by the Wilson family since 1900.

the **Cranston Print Works**, the oldest and largest textile printing company in the nation. The works date to 1824 when William Sprague began printing on the cotton fabric manufactured at the nearby mills of Samuel Slater. The company retains a high degree of vertical integration with dyes manufactured by its Rhode Island-based subsidiary Bercen, Inc., and design studios both in New York and in Cranston, RI. Tour participants visited the Cranston facility where designs are created via computer and handwork, and then converted into screens for printing. They

then visited the plant in Webster, MA, where approximately 200,000 yds. of cloth are printed and treated per day.

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Upcoming 2005 SIA Conferences and Tours

Mark Your Calendars! Submit a Paper Proposal!

MILWAUKEE—34TH ANNUAL CONFERENCE, JUNE 2-5 • DETROIT—FALL TOUR, SEPT. 29-OCT. 2

Registration materials will be sent to all members several months before the events. Check the SIA Web site (www.sia-web.org) for periodic updates.

CALL FOR PAPERS. The SIA invites proposals for papers and poster sessions to be presented at the Annual Conference on Saturday, June 4, 2005, at Milwaukee, WI. Poster sessions can be works in progress. Presentations on all topics related to industrial archeology are welcome. Papers about bridges for the 22nd Annual Bridge Symposium are also encouraged. All papers and poster sessions should offer interpretation and synthesis of data.

Presentation Formats: Proposals may be for individual papers, themed papers filling a 90-min. session, or organized panel discussions (formal commentator optional) for 90-min. sessions.

Proposal Formats: Each proposal must include: 1) title; 2) an abstract with a detailed discussion of points, findings, or conclusions to be presented in hard copy and electronic format (Word or WordPerfect); 3) résumé for the presenter(s), including postal address, telephone/fax, and e-mail; 4) a list of visual-

aid requests. A panel organizer should submit all paper proposals as a group, accompanied by a title and a brief description of the theme or purpose. If any of the items are missing, the proposal will not be considered.

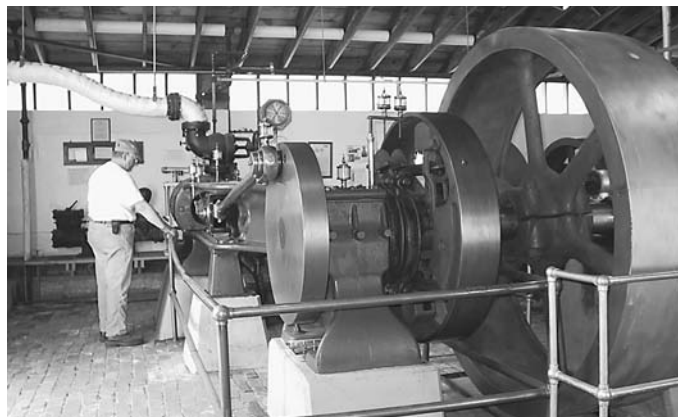
Deadline for paper proposals: January 31, 2005. Send copies of all proposals to: Robert S. Newbery, Chairman SIA 2005 Paper Sessions, 2518 Van Hise Ave., Madison, WI 53705; (608) 266-0369; Robert.Newbery@dot.state.wi.us.

Student Travel Scholarships. The SIA awards travel scholarship to help full-time students and professionals with less than three years of full-time experience to attend annual conferences. Those interested in applying for a travel scholarship to attend the annual conference in Milwaukee, WI, June 2-5, 2005, should submit a concise letter outlining their demonstrated interest in and commitment to industrial archeology or a related field, and one letter of reference. **Deadline for applications is April 1, 2005.** Info: Mary E. McCahon, SIA Scholarships, c/o Lichtenstein Consulting Engineers, One Oxford Valley, Suite 818, Langhorne, PA 19047; (215) 752-2206; fax 752-1539. Notice of awards will be made by May 1.

The Upper Blackstone tour offered a reprise of Thursday's tour to the Cranston Print Works followed by a visit to **Conklin Limestone**. Conklin owns quarries in an area that has been known for the production of lime since the 17th century. The early quarrymen roasted the lime to produce quicklime, the ingredient in mortar and plaster. Limeburning ceased here about 1890, but the ruins of kilns were observed. Production for the last century has concentrated on agricultural lime used for landscaping and fertilizer. The demand for lime is low at present, so Conklin has closed down its quarry for now and is using its stockpiles to feed the hammer and roll mills that crush the rock to powder. At **Washington Mills**, tour goers observed facilities that process approximately 100 tons of aluminum oxide into abrasive every day. Much of the processing occurs in a stone building built in 1720 as a grist mill. The initial reduction begins in the plant's main rotary crusher, an impressive machine that uses centrifugal force to break the aluminum oxide. From there, the abrasive is screened and sorted into various grades for applications including industrial grinding wheels, sandpaper, refractories, wire sawing, and, for the finest grades, optical polishing. The Upper Blackstone also included numerous opportunities to observe mill villages and the adaptive reuse of mills, including the **Riverdale Mills**, an 1840 woolen mill now housing a sophisticated welded and coated wire-mesh operation.

The Pawtuxet Valley tour traveled to one of Rhode Island's lesser known streams but one that played an important role in Rhode Island's industrial history. The Pawtuxet, while only half the size in drainage of the Blackstone, has a rapid descent and a steady flow, which made it ideal for waterpower development, beginning with small-scale agrarian milling in the 18th century and expanding into iron and textile manufacturing. The tour followed the stream through the mill towns of West Warwick and Coventry, exploring a plethora of mills offering an encyclopedia of 19th-century factory construction. The **Lippitt Mill** (1809-10), for example, is believed to feature the earliest example of a clerestory monitor roof in the U.S. The group explored **Hope Village**, which began as an iron furnace in 1765 but was replaced by a cotton mill in 1806. This is as intact a 19th-century, New England, mill-village setting as will be found anywhere, with the Hope Company Mill No. 1 (1844, 1891); the Hope Company Mill No. 2 (1871, 1891) with two Hercules turbines; the Office and Weave Shed (1916); and company houses dating from 1806 to 1917. The **Scituate Reservoir and Treatment Plant** was built in 1871 on the Pawtuxet River to supply drinking water to Providence, a role it still fulfills. The earth dam impounds a reservoir with a surface area

Perry Green



At the New England Museum of Wireless & Steam, one of several operating engines was this one manufactured by the Fitchburg (MA) Steam Engine Co., c. 1885 (above). At the Scituate Reservoir of the Providence Waterworks, SIA members went inside the powerhouse to view the turbine and generator, ca. 1926 (left).



of 5.3 sq. mi. The group viewed the hydro-electric station at the base of the dam with its 2,200 hp S. Morgan Smith vertical-shaft turbine, originally designed to power the water treatment plant but currently inoperable.

The Pawtuxet Valley tour stopped midday at the **New England Museum of Wireless & Steam**. Founded in 1964, this is one of the nation's premiere collections of stationary steam engines and wireless communications apparatus. Visitors can see 36 engines, many of which ran during our visit. On display in the Steam Building were a Baxter (c. 1868), two Armington & Sims (c. 1883, c. 1888), a Herreshoff Triple-Expansion (c. 1904), and three Corlisses, one of which is the only engine built by the George H. Corliss factory (1892) operating on steam. The radio collection featured in the Wireless Building ranges from early electrical equipment to Marconi instruments. The wireless high-light, however, is Massie Telegraph's Point Judith (RI) station

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Patrick Harsbarger



SIA members stopped for a group photo outside the Perkins Foundry (left). Casting at the Perkins Foundry (right).



Charles K. Hyde

2004 General Tools Award Recipient

Committee Chair Betsy Fahlman presented the 2004 General Tools Award to Charles K. Hyde at the Annual Business Meeting in Providence, RI, on June 12. Charlie is well known to SIA members, having been a stalwart and active participant since the earliest years of the organization. He has long been a vital champion of the sort of IA stuff we all hold near and dear. He has been deeply involved in historic preservation and documentation, worked on copper mining, the iron industry, lighthouses, the Chrysler Corporation—to name a few of his big areas—and he is widely published in the fields of IA and technological history. Charlie has taught for thirty years at Wayne State University in Detroit, but it is his dual role as a public and an academic historian that makes him a remarkable individual.

The Society for Industrial Archeology General Tools Award for Distinguished Service to Industrial Archeology recognizes individuals who have given sustained, distinguished service to the cause of industrial archeology. Nominations for the award may be made by any SIA member in good standing. The criteria for selection are as follows: the recipient must have given noteworthy service, over an extended period of time, to the cause of industrial archeology. The type of service is unspecified, but must be for other than academic publication. It is desirable, but not required,



Perry Green

Gerry Weinstein (left), Chairman of the General Tools Corp. presents the “plumb bob” to Charles K. Hyde (right), recipient of the 2004 General Tools Award for Distinguished Service to Industrial Archeology.

that the recipient be a member of the SIA. And finally, the award may be made only to a living individual.

The SIA General Tools Award was established in 1992 by Gerry Weinstein, Chairman, General Tools Manufacturing Co., and is funded through an endowment created by the Abraham and Lillian Rosenberg Foundation. The award consists of a cash prize and an engraved sculpture, the “Plumb Bob.” ■

PROVIDENTIAL IA *(continued from page 5)*

building (1907). This station was relocated to the museum and is the oldest surviving equipped wireless station in the world.

Leaving behind the falling rivers of northern Rhode Island, the Southeastern Massachusetts tour passed through a flatter topography known historically for its cranberry and iron-ore bogs. The first stop was the **Perkins Foundry** in Bridgewater. It was established in 1814 by Henry Perkins, who started making castings for cotton gins but soon branched out into all sorts of specialty castings including piano frames. Today, Perkins continues in this tradition producing iron castings that vary widely in size, shape, and complexity. Tour participants were privileged to watch a melt and pour of ductile iron from an Ajax electric induction furnace, and they had the opportunity to observe the preparation of sand molds. Henry Perkins got his start as a molder at the nearby **Bridgewater Iron Works**. Town officials and park volunteers met our group to give an overview history of the works, which is now an archeological site with but one remaining stone building. The iron works began as an early-18th-century, bog-iron foundry that by the mid 1780s had grown into a major rolling and slitting mill with an annual production of 445 tons. Much of the iron went into barrel hoops and nails. The iron works prospered through the 19th century, was bought by Stanley Tool in 1898 to produce steel stock, and then closed in 1926.

The New England tool-making heritage was on display at the **Stonehill Industrial History Center** in Easton. The center at Stonehill College houses a nationally significant collection of records and artifacts focused on the business enterprises of the Ames family, the core of which is the Oliver Ames Co. shovel collection. A unique facet of the collection is its assemblage of 755 shovels documenting the diversity and development of this versatile tool. The collection storage and interpretation is first-class, a credit to curator Greg Galer, who also served as the tour leader. [You can catch Greg on the History Channel series, “Toolbox,” which

featured the Stonehill Industrial History Center in a show focusing on the history of the shovel that premiered Sept. 25.] The Ames’s influence and wealth is on exhibit in the public buildings of the nearby village of North Easton where the shovel works was located. Five of the buildings, including the Old Colony Railroad Station (1879) and the Oakes Ames Memorial Hall (1881), were commissioned by the Ames family from renowned, 19th-century architect H. H. Richardson.

The Southeastern Massachusetts tour took a mid-day break at **Simpson Spring** where natural spring water has been bottled since 1878. The bottling plant and lab, where flavors for soda-pop are

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Patrick Harnsberger

A Tremont Nail Works manager (kneeling) gives an explanation of the nail cutting machines to the SIA.

Minutes of the Annual Business Meeting

June 12, 2004

President Vance Packard opened the meeting in the ballroom of the Rhode Island Convention Center, Providence.

Secretary's Report: Secretary Richard Anderson announced that the minutes of the 2003 Annual Meeting had been published in the *SIAN* (Fall 2003) and asked if there were any additions or corrections. There being none, the Secretary's report was accepted by motion and unanimous vote.

Treasurer's Report: Treasurer Nanci Batchelor reported that the SIA is classified as tax-exempt under the IRS Code 501(c)3 as an educational organization, and we file a Form 990 tax return yearly. The Society maintains its books and records on a cash basis and maintains a calendar year reporting period. The report that follows is an accounting of the year that ended Dec. 31, 2003.

We began 2003 with a total fund balance of \$232,475. Cash receipts for the year totaled \$91,911. The majority of our annual income comes from the various membership dues categories. In 2003 the total dues received were \$78,195. The balance of \$13,716 was comprised of interest income (\$2,212), publication sales (\$1,747), and receipts of excess funds from tours and conferences, and finally contributions—both general and restricted (\$2,065). Total expenses for the year were \$80,605. The production costs of our major publications combined for a total of \$36,829. The balance of \$43,776 was spent on a combination of labor (\$28,315), postage (\$3,187), insurance and legal fees (\$1,729), prizes and awards (\$1,300), and a few miscellaneous items. The SIA closed 2003 with excess revenues over expenses of \$11,306 and a total fund balance of \$245,480 of which \$24,046 is in restricted funds. To date in 2004, the SIA has had a total of \$30,590 in cash receipts and expended \$51,191. The treasurer's report was passed by motion and unanimous vote.

Providence Conference: President Packard thanked the primary organizers of this year's annual meeting: Bob Stewart, Greg Galer, Rick Greenwood, Martha Mayer, Pat Malone, and Duncan Hay. He added that several dozen more contributors and helpers were listed in the front of the guidebook. Warm applause greeted the team.

Local Chapters: President Packard remarked that local chapters formed "because some people couldn't get enough of what we do once a year." As is the tradition at annual business meetings, he called on members from each chapter to stand for recognition.

SIA Headquarters and Publications: Executive Secretary and journal editor Pat Martin gave a brief report on headquarter's activities at Michigan Tech. He directed the meeting's attention to Don Durfee, who serves as the administrative assistant, and thanked him for the Society's extremely successful Web site. A journal volume based on the Montreal annual meeting papers is close to publication, and another issue will follow that one. Pat made an appeal for more paper submissions. Patrick Harshbarger, editor of the *SIAN*, thanked the assembled members for their contributions in 2003, and asked them to keep the contributions coming.

Awards: Rick Greenwood, on behalf of Vogel Prize Committee Chair Tim Tumberg, who could not attend, presented the Robert M. Vogel Prize to Philip Lord. Betsy Fahlman, chair of the General Tools Award Committee, presented the General Tools Award for Distinguished Service to Industrial Archeology to Charles K. Hyde (see articles in this issue).

Upcoming Tours and Conferences: President Packard introduced Mary Habstritt, who has been hired as the SIA's new events coordinator. Mary thanked all those who had helped with this year's conference, noting that the SIA depends heavily on volunteers. She announced that the 2004 Fall Tour will be held October 13-16 in Wilmington, DE. Next year's Annual Conference will be held June 2-5 in Milwaukee, WI. The 2005 Fall Tour will be in Detroit. The 2006 Annual Conference will be held in St. Louis.

Elections: President Packard thanked outgoing board members Carol Poh Miller and Bob Kapsch. Carol is leaving after a six-year term as vice president, president, and past president. Bob is rotating off the Board of Directors and was instrumental in initiating the workshop components of the past two annual meetings. Nominations Committee Chair Mike Raber thanked all of the candidates who agreed to run in this year's elections. Elected President was Christopher Andreae; elected Vice President was Bob Stewart; elected to the Board of Directors were Rick Greenwood and Ken McIver; elected to the Nominations Committee was Jet Lowe; and elected to TICCIH Representative was Pat Martin.

President Andreae thanked Vance Packard for his service. Upon motion and unanimous vote, the meeting was adjourned.

Respectfully submitted,
Richard K. Anderson, Jr.
Secretary

Major IA Collection Donated to Bennington Museum Library

Vic Rolando [SIA], a longtime stalwart of northern New England IA and denizen of Vermont, has shoved off for retirement and the warmer climes of Arizona this fall. He's leaving behind an important legacy by donating his extensive industrial archeology research collection to the Bennington Museum Library, where it has found a good, useful, and receptive home. SIA members are invited to use the collection for their research questions on iron, charcoal, lime, bricks, bridges, mining, and such similar subjects mainly for New England and New York, along with copies of almost all of the formal reports and articles Vic has written or collected over the past 35 years. The Rolando collection measures about 45 linear ft., which pretty much fills what spare space the library had after its recent expansion.

The Bennington Museum Library is widely known for its genealogy collection, and now it will also be known for its industrial archeology collection. The library is available free to museum members and to patrons for a nominal fee. The museum is open year round and features a fine collection of pottery and glassware. Info: www.benningtonmuseum.org or Tyler Resch, Librarian, BML, 75 Main St., Bennington, VT 05201; (802) 447-1571; tresch@benningtonmuseum.org.

Vic writes that he will keep in contact with his IA friends, but if anybody loses track, he can always be found by contacting the Vermont Archaeological Society, Box 663, Burlington, VT 05402. He plans to keep producing *The Journal of Vermont Archaeology* from the VAS's "Arizona Chapter." ■

concocted, haven't changed much since the 1930s, and several SIA members cooled off with old-fashioned sarsaparilla. Next stop was **Tremont Nail** in Wareham Center to observe the cut-nail machines and mill building (1848). While half the group perused the gift shop and toured the original mill building (now vacant), the other half received an explanation of the nail-making process in the adjacent modern Butler-type building that now houses about 50, still-operational, late-19th-century machines of the horizontal-acting, revolving-barrel type. Our guides reported that cut nails continue to find favor in some masonry and flooring applications, but competition from overseas and rising steel prices have made it difficult for the company to survive. In fact, about a month after the SIA's visit, the town of Wareham announced that it had bought Tremont Nail for \$1.3 million with the goal of preserving the nail factory as a historic site. The tour ended in Fall River at **New England Ropes**. Established in 1974, the firm produces a dizzying array of laid, braided, and filament-core ropes, cord, and twine mostly for special applications such as maritime, arborist, military, and rock climbing. The plant was in full operation during our tour, including the plant's oldest braiding machine, bought secondhand, that makes lariat rope.

Cordage manufacture has a long tradition in New England given the region's connection to maritime trades. The Marine Industries tour did the full circuit of Narragansett Bay, taking in the magnificent views and active bayside industries. **Blount Boats** in Warren, RI, is a small commercial shipyard, established in 1949. Eddie B. Blount began building steel-hulled tugs and fishing boats and went on to specialize in oil-supply boats, cruise ships, and ferries, including the *Miss Liberty*, launched in 1952, for Manhattan's Circle Line. The shipyard currently employs 60 workers, and tour participants saw them at work on a ferry for the Puerto Rico Ports Authority; the *Harbor Queen*, a dinner boat; and a trash skimmer. Next to the shipyard is another family business, **Blount Seafood**. E. Nelson Blount, the company's founder, pioneered the market for the bay quahog, a large hardshell clam, during the 1940s, following the collapse of the bay's oyster industry. The chopped-up clam found its way into the chowders of the Campbell's Soup Co. and others. Since then Blount Seafood has steadily grown and provides a full line of shellfish products with processing plants in Rhode Island, Massachusetts, New Brunswick, and Iceland.

Rounding out the Marine Industries tour were the **Herreshoff**

Marine Museum, the **International Yacht Restoration School**, and the **Museum of Yachting**. In 1878 brothers John and Nathanael Herreshoff of Bristol, RI, formed a boatbuilding concern that from the first was noted for the excellence of its design and construction of fast and stylish boats. The company produced lightweight boilers and steam engines of advanced and efficient design for its power boats, as well as sailing yachts that won the America's Cup six times. In 1971, the family founded the museum to preserve a selection of Herreshoff's boats and more than 500 study models. The International Yacht Restoration School teaches the skills, history, and related science necessary to construct, restore, and maintain classic, wooden yachts. Its workshops are housed in a handsome, granite, Greek-revival steam mill (1831) on Newport's waterfront. The Museum of Yachting, located in the former quartermaster's building at Ft. Adams in Newport, concentrates on the historical development of pleasure craft. Among the museum's displays is an exhibit devoted to the "single-handed sailor" who takes to the sea alone.

The final of Friday's tours offered a concentrated focus on the coastal defense fortifications of Narragansett Bay with guide Col. Ted Gatchel, USMC (ret.), a professor at the Naval War College in Newport. The earliest and largest extant site on the itinerary was **Fort Adams**, constructed from 1824 to 1857 as part of the "Third System" of French engineer Simon Bernard. Lt. Col. Joseph Totten supervised most of the work on this showpiece of the art of fortification. Strongly influenced by the French practice, the earth and masonry structure was intended to mount 468 guns. The fort was deactivated in 1953 and became a state park

Tolga Morauski



SIA members don hair nets and coats prior to touring Blount Seafood.



Patrick Harshbarger

Shovel storage at the Stonehill Industrial History Center. The Ames shovel collection represents an amazing diversity of this basic hand tool.

John Reap



SIA members overlook the disappearing gun platform at Battery Wheaton, Ft. Wetherill, 1907-08.

in 1965. Several stops were made at batteries dating from 1776 to 1943 scattered about the entrance to the bay. Most of these were various examples from the late-19th and early 20th-century coastal defense improvements known collectively as **Endicott Board fortifications** after Secretary of War William Endicott. One of the signature features of the Endicott-era armament was the deployment of large disappearing rifles in standardized 8-in. to 12-in. sizes. The oldest battery on the tour was the **Conanicut Battery**, a rectangular figure of earthen parapets laid out during the American Revolution in 1776, soon taken by the British, and abandoned in 1779.

In addition to its Endicott batteries, **Fort Wetherill** on Jamestown Island features a cluster of four, reinforced-concrete buildings built from 1907 to 1911 as a mine support station. The station deployed mines to planter boats for placement at the entrances to the bay and was in service during both world wars. It was decommissioned in 1947 and is now part of a state fisheries lab. Nearby, at **Fort Burnside**, there is a Harbor Entrance Control Post built in 1943 to look like a seaside cottage.

Moving on to **Fort Varnum**, on the west side of the bay, the

tour visited a coastal artillery installation constructed during WWII and still in active use as a National Guard training center. The final stop of the tour was **Fort Nathanael Greene**, which was also built during WWII to house two 16-in. batteries. Other interesting features of the site are the gable-roofed blockhouse and fire-control tower, the pair intended to resemble, from a distance, a generic farmhouse and grain silo.

Saturday's traditional paper sessions and annual business meeting were held at the RI Convention Center. The full-day activities were followed by a dinner cruise and live music aboard the *Bay Queen*. Ted Gatchel, Rick Greenwood, and Pat Malone provided commentary on the industrial and military sites of the Upper Narragansett Bay before a beautiful sunset and cool evening allowed SIA members to settle in to visit old friends and new acquaintances.

Sunday, the last day of the conference, offered participants a choice of visiting the New England Museum of Wireless & Steam on their own or joining tours highlighting industry's environmental legacy or ironworking. The IA and Environmental History tour, led by Pat Malone and Rick Greenwood, was "vintage IA," looking at the way northern Rhode Island's natural underpinnings impacted the location of dams and manufacturing, and made industrialization possible. The group toured carefully landscaped mill villages, notorious sinks for manufacturing wastes, and city centers. Among the highlights was a walk through the ruins of the **Valleys Falls Mills**, now a heritage park in Cumberland, RI. The Ironworking tour visited the **Rehoboth Research Bloomery** in operation. It is James Johnston's on-going study to better understand the physical and chemical processes as well as the operation of a bloomery modeled after a typical 17th-century furnace. The furnace is charged with carefully weighed ore and charcoal. It is rigged with sensors to study charcoal burning rates, temperature distributions, and tuyere nozzle mechanics. The group made a lunch stop at the archeological site and extant raceways of Oliver Mill, operable as a variety of industrial operations from ironworks to grist mill from the 1730s to the 1850s then toured **Genuine Forgery** in South Hanover, MA, where owner-operator Ray Larsen has been forging specialty tools for the past 35 years. Production of a typical tool brings into play any number of hand and machine processes.

The 2004 Annual Conference was organized by a steering com-
(continued on page 10)

Call for Papers

18th Annual Conference on New England Industrial Archeology Higgins Armory, Worcester, MA—Feb. 19, 2005

The Southern and Northern New England Chapters of the SIA invite members, scholars, and independent researchers to submit abstracts of papers or oral presentations to the conference committee for review and possible inclusion in the program. The goal of the conference is to provide an opportunity for members, the general public, academicians, and professionals interested in the field of IA to meet and illuminate current work in studies of the material culture of our industrial past. An additional goal is to encourage field investigation, research, and the exchange of information. While all studies of IA are invited, work pertaining to the New England area will be preferred.

Abstracts should be limited to 500-750 words. Each abstract

should have a title page and text page(s). Submission of abstracts may be via fax or mail, however e-mail is preferred. There is a limit of two contributed papers per author. Short, informal "Show and Tell" presentations on work in progress, local preservation projects, artifacts, and topics of general interest are also invited. Each submission should include the following information on the title page: Title, two or three keywords that describe the submission, name(s) of author(s), affiliation or firm, mailing address, e-mail address, phone or fax, list of audio-visual equipment required for presentation.

Submissions and info: Robert Stewart, 1230 Copper Hill Rd., West Suffield, CT 06093; (860) 668-2928; fax 668-9988; robert.stewart13@att.net. ■

PROVIDENTIAL IA *(continued from page 9)*

mittee of Greg Galer, Rick Greenwood, Jonathan Kranz, Pat Malone, Martha Mayer, and Bob Stewart with the volunteer assistance of countless other SIA members in the Southern New England Chapter. Much of the information for this article was gleaned from the excellent guidebook co-edited by Rick Greenwood and Jonathan Kranz, and designed by Joe Macasek. The book includes contributions from Chuck Arning, Ned Connors, Anthony Dellea, Gray Fitzsimons, Greg Galer, Ted Gatchel, Duncan Hay, Matthew Kierstead, Pat Malone, Martha Mayer, Paul McGinley, Bob Merriam, Chuck Parrott, Mike Raber, John Vaughn, and Richard Youngken, who also lent their talents as tour guides and event organizers and assistants. The SIA's thanks to all!

*Patrick Harshbarger with assistance from
Greg Galer, Mary McCahon, and John Reap*

Southstreet Seaport Library Closes

Amid budget cuts and declining attendance ever since the Sept. 11 terrorist attacks, New York City's South Street Seaport Museum closed its Melville Library in July. The museum laid off five full-time employees including its archeology curator, waterfront director, and historian. Norman Brouwer, curator of ships and keeper of the library, a 32-yr. employee and nationally recognized expert on maritime history, was among those laid off. The library may re-open sometime in the future, but the current building is slated to be put to a more "lucrative," income-producing use, and the library collection is going into storage. This means that an important research collection on the Port of New York and maritime history will be inaccessible indefinitely. If you would like to express your concern, write to Paula Mayo, Exec. Dir., South St. Seaport Museum, 207 Front St., New York, NY 10038.

Mary Habstritt, Roebling Chapter President

CALL FOR NOMINATIONS OF SIA DIRECTORS AND COMMITTEE MEMBERS

Keep Your Society Moving Forward

SIA counts on its members to organize activities that bring us together and produce publications that spread our message to others. The Society's role is always expanding, by introducing new programs such as the Industrial Heritage Preservation Grants, by creating ties to similar organizations throughout the world, and by reaching out to increase our membership. We expect our leadership to consider members' interests and goals in continuing to plan SIA's future. The annual Call for Nominations is your opportunity to help maintain the quality, strength, and diversity of leadership that has kept SIA growing for more than three decades.

In 2005 there will be three openings on the Board of Directors and one on the Nominations Committee. We need candidates willing to give back to the Society by volunteering their time, knowledge, and experience, and the Nominations Committee is depending on you to identify members—friends, colleagues, or perhaps even yourself—who are qualified and willing to serve. (If modesty precludes you from self-nomination, please find someone else to nominate you.) Each candidate must be an SIA member in good standing and must consent to being considered for nomination.

The deadline for nominations is Jan. 15, 2005. If you have any questions or doubts, please don't hesitate to call or write.

Justin M. Spivey
Chair, Nominations Committee
P.O. Box 221
New York, NY 10276-0221
(212) 620-7970 ext. 297
justin_spivey@earthlink.net

Positions Open in 2005:

Directors (3-year term), three of seven directors on the Board of Directors, which meets three to four times per year, including during the annual conference. Directors govern official business of the SIA and chair committees that oversee operations, such as publications, tours and conferences, and local chapters.

Nominations Committee Member (3-year term), one of three elected members who oversee the annual nominations and elections. The newly elected member will chair the committee during the final year of his or her term.

All nominations will be reviewed by the Nominations Committee, which will present a slate of candidates to the membership. Each nomination must include the name, address, telephone number, and e-mail address of the person being nominated, the office for which the nomination is being made, and evidence that the candidate consents to being nominated. Once the slate is selected, the Nominations Committee will request a brief biographical statement and a photograph from each nominee.

Please submit nominations by January 15, 2005, to Justin M. Spivey, Nominations Committee Chair, P.O. Box 221, New York, NY 10276-0221; justin_spivey@earthlink.net or (212) 620-7970, ext. 297. If you're unsure about the process or the obligation, please call or write.

Editor's Note: The Board of Directors requested that the Call for Nominations appear in the newsletter to save the Society the considerable cost of a separate mailing. The bylaws state that the Nominations Committee shall request suggested nominations by the members by means of a printed announcement at least thirty days prior to selection by the Nominations Committee, Section 2.05 (a). This is that printed announcement.

SIA Officers and Directors, 2004-2005

Chris Andreae, President (2004-06)
Robert Stewart, Vice President (2004-06)
Vance Packard, Past President (2004-06)
Richard K. Anderson, Jr., Secretary (2003-06)
Nanci K. Batchelor, Treasurer (2003-06)
Susan Appel, Director (2002-05)
James Bouchard, Director (2003-06)
Perry Green, Director (2002-05)
Rick Greenwood, Director (2004-07)
Kenneth McIver, Director (2004-07)
Bode Morin, Director (2002-05)
Lynn Rakos, Director (2003-06)
Patrick E. Martin, Executive Secretary,
Editor IA, and TICCIIH Representative
Patrick Harshbarger, Editor SIAN

Nominations Committee

Justin M. Spivey, Chair (2002-05)
Martha Mayer (2003-06)
Jet Lowe (2004-07)



SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

PUBLICATIONS OF INTEREST

A Supplement to Vol. 33, No. 4

Fall 2004

COMPILED BY

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

GENERAL INTEREST

- ◆ **Annotations**, the newsletter of the National Historical Publications & Records Commission (www.archives.gov/grants), devotes its Fall 2004 issue to the topic of the history of science and technology. Featured articles on Joseph Henry (scientist and secretary of the Smithsonian in the 19th c.), the challenge of editing the papers of Thomas Edison, the study of physics in industry beginning with the founding of the research library at GE, preserving the records of the Carnegie Institution, and the Albert Einstein Papers project.
- ◆ Amy Sue Bix and Taner Edis. **The Rahmi M. Koç Museum, Istanbul.** *T&C*, v. 45, 3 (July 2004), pp. 590-96. Review of Turkey's only museum of science and technology. Maritime, railroad, automobile, and full-scale model of an Aegean-coast, olive-oil factory.
- ◆ Ben Coates. **The Impact of the English Civil War on the Economy of London, 1642-50.** Ashgate (www.ashgate.com), 2004. 254 pp. \$79.95. Impact of war on London's trade and manufacturing sectors.
- ◆ Matthew Gandy. **Concrete and Clay: Reworking Nature in New York City.** MIT Press, 2003. 358 pp., illus. \$19.95 paper. Case studies of the "urbanization of nature" trace the creation of the modern water supply system, expansion of Central Park, and construction of landscaped highways, among other topics related to the environmental movement.
- ◆ Paul Glader. **Monuments to Labor: Defunct Iron and Steel Works Become Tourist Attractions: Rocking on the Slag Machine.** *Wall Street Journal* (Aug. 10, 2004), p. B1. Review of challenges facing preservation efforts at Sloss Furnace NHL, Birmingham, AL; Bethlehem Steel (PA); and Homestead Works (PA). Sloss Furnace's attendance is up due to use as a venue for rock concerts, etc.
- ◆ Divay Gupta. **The State of Industrial Heritage in India.** *TICCIH Bulletin*, No. 25 (Summer 2004), p. 1. Brief and bleak report on India's historic industrial sites, most of which are threatened by development pressures and unprotected.
- ◆ Colin A. Hempstead, ed. **Encyclopedia of 20th-Century Technology.** Routledge (1-800-248-4724), 2004. 2 vols., 1032 pp., illus. \$325. Comprised of 395 essays, most on individual objects, techniques, and products. The core of each main entry is a technical description of about 1,000 words plus illustrations and further reading.
- ◆ Janis Langins. **Conserving the Enlightenment: French Military Engineering from Vauban to the Revolution.** MIT Press, 2004. 568 pp., illus. \$55. History of France's Royal Corps of Engineering in the 18th c. explores the connections between science, military technology, and innovation in the prototypical technical bureaucracy.
- ◆ Wolfgang Lefèvre. **Picturing Machines, 1400-1700.** MIT Press, 2004. 354 pp., illus. \$40. How new methods of drawing and graphic representation, from sketching to perspective views, shaped the practice of early modern engineering and architecture.
- ◆ Harvey Molotch. **Where Stuff Comes From: How Toasters, Toilets, Cars, Computers and Many Other Things Come to Be As They Are.** Routledge (1-800-248-4724), 2003. 336 pp., photos. \$26.95.
- ◆ James Walter Peirce. **A Guide to Patapsco Valley Mill Sites—Our Valley's Contribution to Maryland's Industrial Revolution.** 2004 (Avail: www.authorhouse.com). 112 pp., index, hand-drawn maps and a few site plans. Author surveyed sites of mills, tanneries, forges, furnaces, and kilns, correlating information on about 300 sites from various historical documentation with present physical remains, if any. Covers Baltimore City and counties of Anne Arundel, Baltimore, Carroll, and Howard. Useful supplement to the SIA 1995 Annual Conference guidebook, *Baltimore: Industrial Gateway on the Chesapeake*.
- ◆ Carroll Pursell, ed. **A Hammer in Their Hands: A Documentary History of Technology and the African-American Experience.** MIT Press, 2004. 304 pp. \$35. Newspaper and magazine articles, advertisements, letters, folklore, patents, pamphlets, and other primary sources document the work of skilled artisans and the ingenuity of self-taught inventors. Also, Bruce Sinclair, ed. **Technology and the African American Experience.** MIT Press, 2004. 288 pp. \$35. Essays explore dimensions of race and technology in rice cultivation and iron working, and ways that African-Americans have seen new technologies as a means of escaping racial prejudice.
- ◆ D. R. Tarrant. **Challenge and Change: An Illustrated History of Engineering and Geoscience in Newfoundland and Labrador.** Assn. of Professional Engineers and Geoscientists of Newfoundland (Box 21207, St. John's, NF, Canada A1A 5B2), 2002. 269 pp., illus. \$22.95 Can. Thorough summary of most of the pertinent historic engineering developments in a Canadian province that joined the rest of the dominion only in the late 1940s, after centuries of rule as a separate colony of Great Britain. Newfoundland and Labrador share the economies and engineering of places colonized by Europeans for the production and export of natural resources.

BRIDGES

- ◆ **Cleveland's Historic Bridges: Architectural and Engineering Masterpieces.** 3rd. ed.. Watson Publication Committee, 2004. Avail.: Bill Barrow, w.barrow@csuohio.edu. 52 pp., illus., maps, spiral bound. Tour guide book first produced in 2001 for the 7th Historic Bridges Conference in Cleveland, and now in its 3rd ed. Funded by a grant from the Allan King Sloan Family Fund. Contributions by Dario Gasparini, William Vermes [both SIA], and Natalie Conley.
- ◆ Nathan Cobb. **Bridging the Gaps with History.** *Boston Globe* (Aug. 14, 2004), pp. C1,8. Univ. of Mass. at Amherst campus is the new home for eight relocated historic truss highway bridges that will now serve the campus's pedestrian walkways. Quotes Steve Roper [SIA], historian at the Mass. Hwy. Dept., which is donating four of the bridges.
- ◆ **Colonel Thomas Lancaster, Maine Bridge Builder.** *CBT* (Summer 2004), pp. 14-16. Lancaster (1795-1881) of New Sharon, Franklin County, built bridges in his home area of the Sandy River valley. Most of his documented bridges were of the kingpost truss type.
- ◆ Eda Kranakis. **Fixing the Blame: Organizational Culture and the Quebec Bridge Collapse.** *T&C*, v. 45,3 (July 2004), pp. 487-518. Revisionist history of famous disaster places blame on "organizational culture" rather than the traditionally held view and conclusions of the Royal Commission that blamed the engineers for errors in judgement.
- ◆ Scott Learn. **Willamette Workhorse.** *The Oregonian* (Aug. 27, 2004), Metro Section. Interviews with the operators of the vertical-lift Hawthorne Bridge in Portland. George Rappole [SIA] writes that "a group named the Light Brigade has announced its mission to light all nine bridges on the river." On Sept. 2, the towers of the Hawthorne Bridge were illuminated.
- ◆ **Maine's Covered Bridge Past—York County.** *CBT* (Summer 2004), pp. 3-5.
- ◆ Dave Turner. **A Move to Preserve Spans of Yesteryear.** *Philadelphia Inquirer* (July 12, 2004), p. B1. Covered bridge preservation in southeast Pennsylvania. Quotes Lola Bennett and Patrick Harshbarger [both SIA].
- ◆ Miriam Wood. **The Covered Bridges of Highland County, Ohio.** *CBT* (Spring 2004), pp. 9-16 continued in (Summer 2004), pp. 3-7. Includes location map and historic photos.

BUILDINGS & STRUCTURES

- ◆ Gillian Darley. **Factory.** Reaktion Books (www.reaktionboks.co.uk), c. 2004. 224 pp., illus. \$19.95. Examines the factory from a number of perspectives—image, icon, innovation, and laboratory. It traces the history of the modern factory from the utopian schemes of Robert Owen and Claude Ledoux in the early 19th c., through the great modernist "cathedrals of industry" of Peter Behrens, Albert Kahn, and Frank Lloyd Wright, to the post-industrial revival of former factories, such as Renzo Piano's reconstruction of the Fiat Lingotto factory in Turin, or the landscaped industrial parks created out of former steel mills in the Ruhr area of Germany.
- ◆ James L. Garvin [SIA]. **A Building History of Northern New England.** University Press of New England, 2001. 199 pp., illus. \$35.99. Mostly New Hampshire and Maine guide to building technology, form, function, style, and dating.
- ◆ **Greentank: Feasibility Study Phase I, The Adaptive Re-Use of the Greenpoint Sludge Tank, Brooklyn, New York.**

Metropolitan Waterfront Alliance (457 Madison Ave., New York NY 10022; 1-800-364-9943; info@waterwire.net), Feb. 2004. 34 pp. Preliminary study of the architectural, environmental, and structural considerations for re-use of a 1964 poured-in-place reinforced concrete sludge storage tank scheduled to be taken out of service between 2008 and 2013 due to upgrade of Newtown Creek Water Pollution Control Plant.

- ◆ Gardiner Hallock. **Pisé Construction in Early Nineteenth-Century Virginia.** *Perspectives in Vernacular Architecture*, v. 11 (2004), pp. 40-53. The tools, techniques, and limited use of pisé (rammed-earth construction) for plantation outbuildings and slave quarters.
- ◆ Guy Kudlemeyer. **America's Oldest Working Gas Station.** *SCA News* (Spring 2004), pp. 4-5. Teapot-shaped gas station was built in 1922 as a statement on the Teapot Dome Scandal. It is located off of Interstate 82 west of Zillah, WA.
- ◆ Hillary Murtha, et al. **Uncommon Clay: New Jersey's Architectural Terra Cotta Industry.** New Brunswick, NJ: County of Middlesex, 2004. (Avail.: Middlesex Co. Cultural & Heritage Commission, 703 Jersey Ave., New Brunswick, NJ 08901) 59 pp., photos, bibliog, glossary of terms. Free in U.S., \$10 ppd. for international orders. Produced to accompany an exhibition at the Cornelius Low House/ Middlesex County Museum, this full-color spiral-bound booklet traces the rise and fall of the architectural terra cotta industry of Middlesex Co., NJ, and describes the manufacturing process. Foreword is by Richard Veit [SIA].
- ◆ J. Daniel Pezzoni. **The New England Prefab Trade with the Caribbean, 1650-1860.** *VAN*, 101 (Fall 2004), pp. 27-29. New England merchants of the colonial and early national period exported large numbers of prefabricated houses to the Caribbean islands where planters sought to maximize returns on their land and labor by devoting their resources exclusively to the production of cash crops such as sugar.
- ◆ Chad Randl. **A-Frame.** *Common Ground* (Fall 2004), pp. 8-9. Avail: www.cr.nps.gov/CommonGround. History of the popular vacation house style of the 1950s and 1960s. Excerpted from the author's book, **A-Frame**, published by the Princeton University Press, 2004.
- ◆ **Tapped for Preservation: Once Run-Down Brewery Revitalizes Minneapolis Waterfront.** *Common Ground* (Fall 2004), pp. 8-9. Avail: www.cr.nps.gov/CommonGround. The Romanesque-style Minneapolis Brewing Co. (1891) is a successful example of adaptive re-use and federal tax incentives.
- ◆ **Town Lattice Roof Trusses in Madison, Indiana.** *CBT* (Spring 2004), pp. 6-7. Second Presbyterian Church (1835) is one of few buildings in U.S. with the Town-lattice type roof trusses, also commonly used with bridges.

POWER GENERATION

- ◆ T. Lindsay Baker [SIA], ed. **Windmillers' Gazette.** Quarterly. Avail.: Box 507, Rio Vista, TX 76093; www.windmillersgazette.com. \$20/yr. Dedicated to the preservation of America's windpower heritage. Vol. 23,3 (Summer 2004) includes J. Frank Dobie, *The End of the "Era of Thirst" on Western Ranches* (folklore of windmills in TX); *Thousands Invested in Windmills: A Journalist's View in 1929* (reprint from *Sheep and Goat Raisers' Magazine*); *The Eclipse and Star Windmill Controversy on the XIT Ranch of Texas* (reprint from the *Texas Live Stock Journal* of Sept. 1887 describes competition for windmill contracts on the largest cattle ranch in Texas); *An Inventory of Windmills on Part of the XIT Ranch of Texas in 1912*.

Publications of Interest—Now Available On-line.

Publications of Interest supplements (1998-2003) have been combined into a single searchable PDF file (1.5 Mb) using the Acrobat Find function. Members with a high-speed link can easily download and search the supplements all at once. The on-line version of the Publications of Interest is reached via the *SIA Newsletter* menu option on our home page, www.sia-web.org. Publications of Interest supplements from other years are in the process of being added. Thanks to Don Durfee at SIA HQ for providing this service.

- ◆ Leslie Bossine. **Water for London—Preserving London’s Pumping Heritage.** *IA News*, No. 130 (Autumn 2004), pp. 6-7. Preserving the original steam pumping engines in the Kew Bridge Pumping Station (1838).
- ◆ Roy Gregory. **The Industrial Windmill in Britain.** Phillimore & Co. (www.phillimore.co.uk), 2004. 160 pp., illus. £19.99. Explores applications of windpower in Britain other than for grinding grain or pumping water. Incl. crushing oil seed, sawing timber, and grinding snuff.
- ◆ Jill Jonnes. **Empires of Light: Edison, Tesla, Westinghouse, and the Race to Electrify the World.** Random House, 2003. 416 pp. \$27.95. A look at the inventors and businessmen who led the transition from gaslights to electric lights. Rev: *T&C*, v. 45, 3 (July 2004), pp. 652-53.

MINES & MINING

- ◆ Kimberly R. Abe. **The Limekiln Age and the Bottom Line.** *History Trails*, v. 36, Nos. 3-4 (Spring 2004), pp. 1-8. Avail.: Historical Society of Baltimore County, 401 Bosley Ave., Suite 406, Towson, MD 21204. Detailed history and investigation of the Jenifer-Risteau-Shanklin Kilns ruins situated on Minebank Run within Cromwell Valley Park about a mile north of the Baltimore beltway.
- ◆ Ron Bailey. **The Yule Quarry and the Search for The Tomb of the Unknown Soldier.** Marble, CO: author (Avail: Ron Bailey Photography, 200 Colorado Ave., #4207, Parachute, CO 81635 or ronbaileyphotography.com), 2003. \$15 + p&h. 57 pp. Detailed b&w photodocumentation of quarrying process related to search for the right marble blocks to repair the Tomb of the Unknown Soldier.
- ◆ Sharon A. Boswell and Lorelea Hudson. **Heritage Resource Investigations at the Limekiln Preserve, San Juan Island, San Juan County, Washington.** Archeological Associates, Inc., 2001. Photos, measured drawings. Avail: Eliza Habegger, Land Steward, eliza@rockisland.com; (360) 378-4402. Investigations of boardinghouse built in the 1860s for workers of the San Juan Lime Co. Limestone was quarried and processed at the site.
- ◆ Douglas H. Chadwick. **A Mine of Its Own.** *Smithsonian* (May 2004), pp. 26-27. Re-use of former mines as bat sanctuaries.
- ◆ Alison K. Hoagland [SIA]. **The Boardinghouse Murders: Housing and American Ideals in Michigan’s Copper Country in 1913.** *Perspectives in Vernacular Architecture*, v. 11 (2004), pp. 1-18. Documentation related to the murder of striking miners sheds light on how immigrants made use of company-built boardinghouses by living in crowded, frugal conditions as a strategy for future home ownership.
- ◆ Richard E. Lingenfelter. **The Mining West: A Bibliography and Guide to the History and Literature of Mining in the American and Canadian West.** 2 vols. Scarecrow Press (Lanham, MD), 2003. \$245. An “unequaled” bibliography to mining beyond the hundredth meridian (i.e., Canada from Manitoba to the Pacific and the U.S. west of the Black Hills). Rev: *T&C*, v. 45, 3 (July 2004), pp. 658-59.
- ◆ Diana Davids Olien and Roger M. Olien. **Oil in Texas: The Gusher Age, 1895-1945.** University of Texas Press, 2002. 307 pp. \$39.95. Charts the birth and growth of the industry that transformed Texas. Organized by the state’s geographic regions from the Gulf Coast to the Panhandle. Rev: *T&C*, v. 45, 3 (July 2004), pp. 656-57.

CONTRIBUTORS TO THIS ISSUE

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With Thanks.

ABBREVIATIONS:

CBT	= Covered Bridge Topics—Magazine for the National Society for the Preservation of Covered Bridges
IA News	= Industrial Archaeology News, Bulletin of the Assn. for Industrial Archaeology (UK)
NRB	= National Railway Bulletin, Bimonthly of the National Railway Historical Society
SCA News	= Society for Commercial Archeology News
T&C	= Technology & Culture, Quarterly of the Society for the History of Technology
TICCIH Bulletin	= Quarterly of the International Committee for the Conservation of the Industrial Heritage (www.mnactec.com/ticcih).
VAN	= Vernacular Architecture Newsletter, published by the Vernacular Architecture Forum.

Publications of Interest is compiled from books and articles brought to our attention by you, the reader. SIA members are encouraged to send citations of new and recent books and articles, especially those in their own areas of interest and those obscure titles that may not be known to other SIA members. Publications of Interest, c/o SIA Newsletter, 305 Rodman Road, Wilmington, DE 19809; phsianews@aol.com.

Rocky Mountain High—

Hard-Rock Mining Workshop Hosted by Silverton, Colorado

The Shenandoah-Dives HAER/HSA (Historic American Engineering Record/Historic Structure Assessment) Workshop took place this fall in beautiful Silverton, in the heart of the San Juan Mountains in southwestern Colorado. The area is famous for its Gilded Age hard-rock mining camps. The workshop was designed to bring together materials scientists, archeologists, industrial archeologists, geologists, CRM specialists, architectural historians, historians of technology, and experts on HAER documentation from across the U.S. The focus and lab for the workshop was the recently designated National Historic Landmark Shenandoah-Dives Mill complex located in Silverton at 9,000 ft. elevation. The workshop was the result of a partnership between the San Juan County Historical Society and Silverton Restoration Consulting, and it was held at the Mountain Studies Institute's (MSI) headquarters at the historic Avon Hotel in Silverton, Sept. 13-17. It is hoped that the workshop will become an annual event.

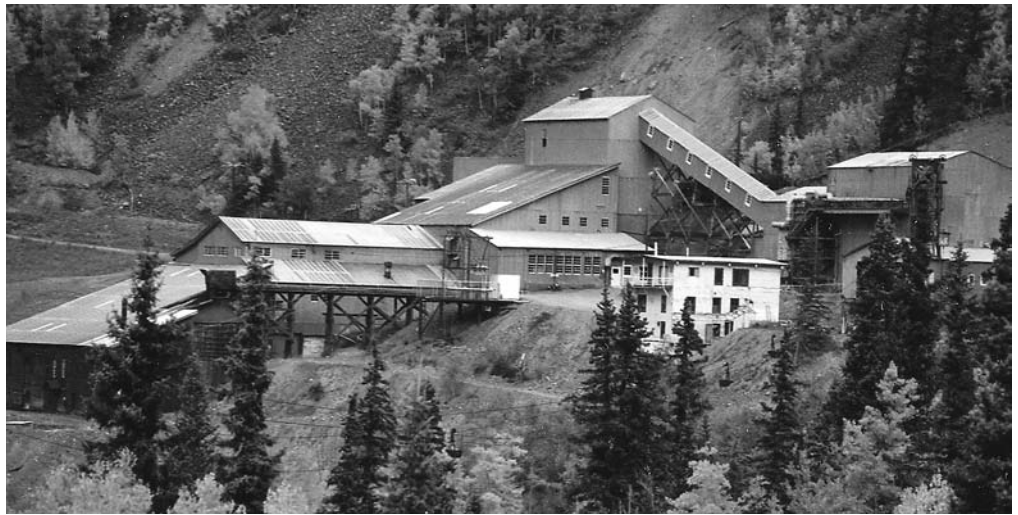
Topics covered during the first half of the workshop included HAER documentation—drawing topology, photogrammetry, laser scanning, total station laser mapping, large-format photography, process drawing and interpretation, and historical research. The second half of the program covered principals of building stabilization and preservation, understanding structures and the many failure mechanisms inherent in old industrial buildings, and seminars on the historic development of the mining and milling processes within a regional and national context—all for the purpose of helping conceptualize goals for a HAER/HSA recording team in Silverton next summer.

Donated to the town of Silverton when mining operations ceased in 1992, the mill now is owned and operated as an interpretive museum by San Juan County Historical Society. It is an extraordinary facility illustrating the development of ore processing in the first half of the 20th century. The mill's buildings, technology, and collection of equipment have scarcely changed since the mill discontinued operations, thus presenting a striking and rare example of the classic flotation process for separating gold and other precious metals from the ore. Constructed in 1929, the Shenandoah-Dives Mill was designed for milling metals from low-grade gold quartz. At the time of construction the mill was considered state-of-the-art, with the most modern mining and milling equipment available. Prominent features of the mill complex include the crushing plant, flotation mill, office/assay building, tailings ponds, tram terminal, and an aerial tramway that was the principal conveyance for both men and material up the face of the mountain to the Shenandoah-Dives Mine located at 12,400 ft. elevation.

The hearty and more adventuresome in the group hiked two miles and 2,000 ft. to the portal of the Shenandoah Mine and the

miners' village in the Alpine meadow at Silver Lake. For those not acclimated to the extremes of high altitude climbing, the hike above the timber line up narrow switch-back trails was strenuous while at the same time exhilarating—resulting in a true Rocky Mountain High for some!

The week-long workshop was orchestrated by David Singer of Silverton Restoration Consulting, a firm specializing in historic building restoration; Julie Coleman, archeologist for the Uncompahgre Field Office of the Bureau of Land Management (BLM); and Beverly Rich, Chairperson of the San Juan Historical Society. Participating students were just as impressive as the faculty, including the historical architect for Mesa Verde National Park, stewards of other publicly owned cultural resources such as



David Singer

The Shenandoah-Dives Mill complex (c.1929) in Colorado's San Juan Mountains was the focus of a recent documentation and preservation workshop. The complex was designed to mill gold and other precious metals from low-grade ore.

the San Juan Mountains Association, archeologists and cultural resource specialists from Colorado, Wyoming and the Alaska Bureaus of Land Management, US Forest Service and, Alpine Archeology, a Montrose-based CRM consulting group.

Faculty consisted of Washington D.C.-based HAER staff (photographer Jet Lowe and architect Dana Lockett), led by the current and former chiefs—Richard O'Connor and Eric DeLony—and NHL author, Dawn Bunyak, former historian, Rocky Mountain Region, NPS. The building forensics and historic structures assessment team consisted of Chris Koziol, director of the Architectural Preservation Institute at Colorado State University; Wood Conservator Ron Anthony; CO State Historical Fund representatives Jim Joy and James Stratis; Bruce Bartleson, retired head of the Geology Department at Western State College; and, CO mining expert, industrial archeologist, and author Eric Twitty. The workshop included an evening lecture series, featuring local historians and mining experts Scott Fetchenheir and Bill Jones, that was open to the public. Grants from the Bacon Family Foundation and the Ballantine Foundation helped supplement the costs of this remarkably full and comprehensive event.

Eric Delony & David Singer

Alert! Wanted.

New Owner for Tug *Baltimore*

Many SIA members will remember the 1906 steam tug *Baltimore* from the Baltimore Museum of Industry (BMI), host of the 1995 SIA Annual Conference. The museum has been the tug's home ever since her restoration to full operating condition beginning in 1981. The BMI recently faced a financial crisis and has removed the tug from its budget and its long-range plan. The BMI is seeking a 501(c)3 to take ownership of the tug as a gift from one museum to another, but is willing to consider all offers from groups or individuals with interest and means to preserve the tug. The Maryland Historic Trust holds a lien on the boat, and the lien will go with the vessel to ensure its long-term preservation. All the groups and individuals involved with the tug would like to see her remain in Baltimore where she was built and served, but she is deteriorating rapidly in the hull skin and frames and is due for repairs.

Info: Stephen G. Heaver, Chief Engineer and Project Director, 500 Woodlawn Rd., Baltimore, MD 21210; sgheaver@aol.com, or Carole Baker, Interim Director, BMI, 1415 Key Hwy., Baltimore, MD 21230.



Donald Ruth

Steam tug *Baltimore* at the Baltimore Museum of Industry. The museum, which is facing financial problems, is looking for a new owner to preserve the tug.

Agere Systems Archives

From Vacuum Tubes to the Dick Tracy Wrist Radio

The National Canal Museum in Easton, PA, has received the entire collection of the Agere Systems company archives as part of its ongoing efforts to document and preserve the Lehigh Valley's industrial history (2002 SIA Fall Tour). Agere Systems is a manufacturer of semiconductors, but it is also one of the corporate successors to Bell Labs and Western Electric. Among its holdings were the archives housed in the former Western Electric facility on Union Blvd. in Allentown, PA, where the first transistor was produced in 1947. The Agere Systems collection consists of antique vacuum tubes, circuits, microchips, transistors, and telephones, including the phone that was used by American, British, and French heads-of-state to make the first trans-Atlantic satellite phone call. The collection also includes photographs and slides, a prototype of the "Dick Tracy" wrist radio, early magnetrons, hundreds of videotapes, company newsletters, numerous plaques and certificates, an early Western Electric sewing machine, and an old telephone switchboard.

Presently, the National Canal Museum's collections are housed in three different locations, but plans are underway to consolidate in a new state-of-the-art archives to be built in Hugh Moore Park. The Agere Systems collection will be joining the ranks of the museum's already rich collections that document the history of canals, inland waterways, and related industries, including early railroads, anthracite mining, iron-making, the silk industry in northeastern Pennsylvania, and the steel industry in America, especially as it relates to Bethlehem Steel. Info: www.canals.org.

SIAN Welcomes Volunteers

In response to last issue's call for volunteers, several members have come forward to offer their services to the *SIA Newsletter*. Eric DeLony, now that he's retired from HAER and has some extra time, has offered to be the new associate editor. Beginning with this issue, Eric will seek out and develop one or two feature stories per quarterly number, drawing upon his extensive knowledge of industrial heritage throughout the U.S. Nancy Banks, a retired journalist based in New York City, will be researching and writing an occasional article on current topics in IA, and Tim Mancl, a recent graduate of Michigan Tech's IA program and now employed with Heite Consulting in Delaware, will help the *SIAN* to identify students and recent graduates to write about their research projects. Robert Chidester, a graduate student in the University of Michigan's interdepartmental anthropology and history program, has agreed to serve as a copy editor and reviewer.

The *SIAN* welcomes its new volunteers, but it also bids *adieu* to a long-time, faithful contributor. Carol Poh Miller was the *SIAN* editor from 1981 to 1983, and she has looked over copy and graciously offered advice to subsequent editors Bob Frame (1983-1995) and Patrick Harshbarger (1996-present). Over the course of more than 20 years, Carol has donated hundreds of hours to reviewing newsletter submissions, but she's decided that it's now time to move on to something new. There is a good chance that if you wrote an article for *SIAN*, Carol read it, commented on it, improved a phrase, or corrected a typo. Carol's consistent, industrious efforts have made a significant and enduring contribution to the high quality that we've come to expect of our newsletter.

Patrick Harshbarger

Aldrich Change Bridge (1858) Dedicated

Rescue and rehabilitation of the Aldrich Change Bridge (SIAN Summer 1998, Summer 2000, Summer-Fall 2002, Winter 2003) is an exceptional success story in the annals of American bridge preservation. It took nearly eight years of determination, sweat and tears, nearly a quarter of a million dollars, and a remarkable partnership among citizens, businesses, and local, state, and federal governments to save the historic span. A formal dedication of the fully restored bridge was held July 10. Eric DeLony [SIA], featured speaker and Chief, Historic American Engineering Record (Retired), said the rescue of the Aldrich Change Bridge is “one of the most important bridge restoration projects in the country today.”

“This project is a triumph of the volunteer,” said Jay Harding [SIA] of Palmyra, NY, indefatigable project leader. He led a group of 15 men and women who labored without pay to rescue the bridge in 1996, repair, replicate and restore its parts, and reassemble it near its original Wayne County, NY, location spanning the Old Erie Canal and uniting the towns of Palmyra and Macedon.

A highlight of the heroic restoration effort occurred on Sept. 9, 2003, when the 9-ton, cast- and wrought-iron structure was lifted in one piece and placed on 10-ft. high dolomite and limestone abutments in Aqueduct Park.

Although the bridge was built before computers and modern engineering, it took a rocket scientist (an aerospace engineering intern working at Clough, Harbour & Associates, Albany, NY, the engineer-of-record), and computer-assisted design programs to accurately place the huge blocks of limestone, salvaged from abandoned bridge abutments throughout the county. Once the bridge was on its new abutments, volunteers installed wooden decking and metal railing. Efforts continue to raise funds to complete the reflecting pond underneath and landscape the site.

There were a few teary eyes and men and women with lumps in their throats when the bridge was once again spanning tall. “All the hard work over the past seven and a half years has come together,” Harding said. “It’s an honor to be a part of this effort, the thousands of volunteer man hours that were devoted to make something magnificent happen.”

It is expected that the Aldrich Change Bridge, part of the New York State Erie Canal National Heritage Corridor and the Canalway Trail system, will be an important tourist attraction in Wayne County.

The history of the Aldrich Change Bridge reflects the history of the Erie Canal. When the canal opened in 1825, mules pulled freight and packet boats between Albany and Buffalo. The tow-path on which the mules walked switched from the north to the south side of the canal, seeking better footing for the animals and helping them to avoid the noise and confusion of towns along the way. Special bridges, known as change bridges, allowed the animals to cross the canal cloverleaf fashion without unhitching. The Aldrich Change Bridge is one of only two such bridges to survive.

The bridge was manufactured in 1858 in Waterford, NY, by John Hutchinson, based on the design of Squire Whipple. The 74-ft. long structure is Whipple’s oldest known surviving bridge and one of the oldest iron-truss bridges in the country.

Whipple, a civil engineer, designed and fabricated dozens, if not hundreds, of bowstring arch trusses for the Erie Canal when it was enlarged in 1850. He started one of the earliest bridge fabricating companies in the country, and wrote a book on bridge building in 1847. The Aldrich Change Bridge is a testimony to his outstanding engineering achievements.

The bridge first spanned the Old Erie Canal north of a weighlock building in Rochester. In 1880, it was moved to the Erie Canal at the Palmyra-Macedon town line. When the state widened the canal from 40 ft. to 70 ft., the canal waters came right up to the buildings in Palmyra, eliminating the south towpath. A change bridge was needed to allow the mules to change to the north side of the canal when going through the village.

Known as Crossover Bridge #35, it stood on stone abutments until 1915, when the state abandoned the Enlarged Erie and constructed the wider Barge Canal to the north. A local farmer bought the bridge and moved it to span Ganargua Creek, where it remained until 1996, when an ice storm brought it crashing into the water.

LaVerne M. Sessler of Waterloo, whose company demolishes bridges, came to the rescue on the coldest day of 1997, donating his equipment and crew to raise the bridge, then a tangle of rods and tubes, from the icy waters. The town of Macedon stored the wreckage in its highway barn while volunteers cleaned, sorted, and worked to raise money to restore and repair the pieces. “The beauty of this bridge is its simplicity,” said Sessler. “It is more than a great engineering feat. It is a work of art.”

The project received a major boost when it was awarded grants



A crane prepares to set the restored Aldrich Change Bridge on its new abutments.



Aldrich Change Bridge, of the enlarged Erie Canal, restored in Wayne County's Aqueduct Park in Upstate New York, Oct. 2004.

Joy Harding



SIA members Jay Harding (left) and Eric DeLony (right) participated in the dedication of the restored 1858 Whipple truss bridge in Palmyra, NY.

from the HUD Canal Corridor Initiative and State Sen. Michael Nozzolio and Assemblyman Bob Oaks. The Village of Palmyra served as lead agency, receiving and managing the grants.

The Wayne County Planning Department scoured the county to locate historic stones from abandoned railroad bridges and the Wayne County Highway Department transported the stones to the site, where they were catalogued by engineering interns from Clough Harbor and assembled by Nicoletta Construction of Clyde and Ken Pulcini of Palmyra.

The structure had been documented by students from the University of Buffalo with drawings completed to HAER standards for deposit in the collection in the Library of Congress, insuring that information about this nationally significant structure will be available for future generations. For more information, contact Jay Harding at jhardin2@rochester.rr.com

Doris Wolf

Charles E. Peterson (1907-2004)

Long-time SIA member and architect Charles E. Peterson passed away in Philadelphia at the age of 97 on Aug. 20. Peterson was a distinguished member of the historic preservation community. He joined the National Park Service in 1929 and was founder of the National Park Service's Historic American Buildings Survey (HABS), established as a New Deal program in 1933. Under Peterson's guidance, HABS became the nation's preeminent and standard-setting program to document historic structures. Peterson worked on National Park Service historic sites from the Virgin Islands to Massachusetts, but he is perhaps best remembered for his work on Independence National Historical Park in Philadelphia in the 1950s. He created the design for the park, oversaw the restoration of its buildings, and attracted private investment to the area surrounding the park, including Society Hill where he resided. Peterson left the Park Service in 1962 and opened an architectural practice. He was a scholar of Philadelphia's colonial and early republic periods, and in 2000 he published *The Life Works of Robert Smith*, a definitive history of the architect, builder, and engineer who designed St. Peter's Church and Carpenters' Hall.

Bollman's Warren-Truss Bridge to be Relocated

Somerset County, Somerset County Rails-to-Trails program, and PennDOT District 9 have joined together to save the Bollman-built, Warren-truss bridge near Meyersdale, PA. The bridge, designed and built by renowned B&O RR Master-of-Road Wendel Bollman, was constructed in 1871 and is commonly regarded as the oldest surviving all-metal Warren truss bridge in the country. The bridge originally carried the railroad's Connellsville Branch over Wills Creek. It was removed from rail service about 1910, and today carries a private road over the Norfolk & Southern (B&O RR successor) about one mile northwest of Meyersdale. The bridge was listed on the National Register in 1978 and has been documented by the Historic American Engineering Record (HAER No. PA-56). It is under the threat of a Pennsylvania Utilities Commission (PUC) demolition order.

The plan is to safely remove the bridge from its present location, disassemble it, and relocate the span to a trail crossing on the Allegheny Highland Trail (the former Western Maryland Railway grade) to serve hikers and bikers. Lichtenstein Consulting Engineers is assisting with the research to aid the removal and disassembly. Relocation will not diminish the bridge's historic integrity, since its significance is based on well-preserved structural characteristics—not the location (the bridge has already been moved once and was built to be easily relocated).

PennDOT is funding the first phase of the project that consists of removal of the span from over the active Norfolk & Southern line. The second phase—disassembly, relocation, and reassembly—will be undertaken by Somerset County. It is hoped that the

first phase of the project can proceed in early 2005. Community and media support for preserving the bridge has been strong, and it is expected that serious bridge enthusiasts will be following the project closely.

Jonathan Daily



The Warren through-truss, cast- and wrought-iron bridge at Meyersdale, PA, was built in 1871 by the B&O RR to a design of engineer Wendel Bollman. The bridge will be relocated to a nearby rails-to-trails pathway.

Francis Mill Being Brought Back to Life—

Heritage Conservation Network

Provides Workforce for

North Carolina Grist Mill Restoration

Restoration of the Francis Mill, the last remaining grist mill in Haywood County, NC, is well under way after a building conservation workshop brought volunteer workers from all over the country to the mountains of North Carolina for two weeks in July.

The Francis Mill dates to 1887 and was built by William Francis on a square acre of land given to him as a wedding gift by his father-in-law. Descendants of William Francis ground wheat and corn at the site until 1976. Most of the mill's original machinery and equipment is on the site, though not necessarily in place. The building itself is a beautifully crafted, gable-roofed, wood structure. Its ogee-edge battens and band-sawn rafter tails lend charm, but they, along with the other attention to detail in its construction, can also be credited with protecting the building from the elements for so many years. Unfortunately, the wheel side of the building was damaged by more than just time and weather. It was damaged by rot, likely exacerbated by the continual splashing of the waterwheel. Little remains of the siding on this side and the framing was badly deteriorated. Structural members and siding on the three other sides of the building are in much better condition and will need comparatively little work.

Jeffrey Finch, a restoration specialist from Franklin, NY, and also with the National Park Service Architectural Preservation Division, led the workshop, which focused on repairing the heavily deteriorated framing of the east wall. With local volunteers supplementing the Heritage Conservation Network (HCN) workshop participants, there were up to fifteen people working at the site on any given day, and they accomplished a great deal. Participants documented the large sill beam to be replaced, creating measured drawings of the east side of the building. They jacked up the building; removed the old beam; cut pockets and mortises in the beam and five new posts; performed dutchman repairs to the ends of the north sill beam and the end of one of the lower tie beams to create new tenons to be able to join the old and new sill timbers; and cut a new beam to support the end of the millstone shaft support beam. The new posts were 11 x 11 in. white oak and the new beam was a 10½-in. square by 26-ft. hemlock, cut from a tree donated by a neighbor. In addition, participants made forms, poured new concrete footings for the posts, and installed the posts, each of which weighed several hundred pounds.

On the final day of the workshop, the beam was hoisted by crane into position on temporary supports, where eager hands slid it into place and secured it with pegs and restored diagonal bracing. The crane operator then gently lifted the waterwheel, which he estimated to weigh 6,000 lbs., so temporary support could be put in place of the existing 80-year-old 12 x 12 in., which was pulled apart by hand, correcting the tilt and freeing the wheel up from resting on the bottom of the timber-lined wheel well.

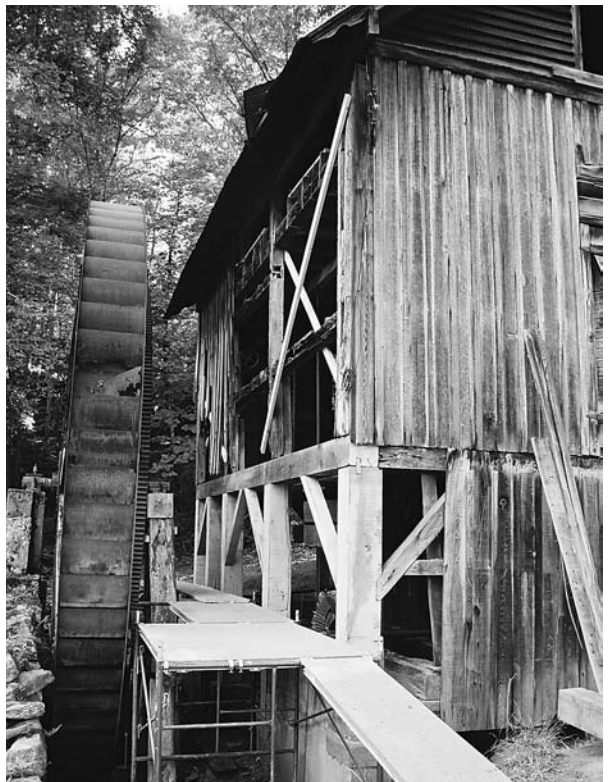
HCN of Boulder, CO, organized the workshop after receiving a request for assistance from Tanna Timbes, owner of the mill and the great-great-granddaughter of its builder. The Francis Mill is the third mill to serve as the site of an HCN workshop; it will be the focus of a series of workshops in partnership with the Francis Mill Preservation Society (FMPS) intended to bring about the full restoration of the site.

Now fully stable—essentially brought back from the brink of collapse—the structure will sit safely through the winter while the FMPS continues fundraising and publicity efforts until HCN returns next summer with another work crew. That crew's work will focus on the upper story framing

(continued on page 19)



Lou Mogavero of Dearborn, MI (front) and Will Hines of Greeneville, TN, prepare for the crane to lift the waterwheel just enough to slip a temporary support in place.



The east side of the Francis Mill showing the new beam, posts, and the newly straightened waterwheel.

Canal Symposium at Lafayette College

Presentations on Transportation and Industrial History

The 24th annual Canal History & Technology Symposium will be held at the William E. Simon Center for Economics and Business Administration at Lafayette College, Easton, PA, on Sat., Mar. 19, 2005, sponsored by the National Canal Museum and Lafayette College. This event features the presentation of research papers on topics of transportation and industrial history. Among the topics to be presented:

- “The History of the Wiconisco Canal,” by Paul G. Marr of Indiana Univ. of Pa.
- “A Description of the Bethlehem Steel Works during the 20th Century and the Development of its Electric Power System,” by Thomas Blalock, former vice president of Bethlehem Steel.
- “The Blast Furnaces of Sparrow’s Point: One Hundred Years of Ironmaking on Chesapeake Bay,” by John B. Lovis, former general manager of the Sparrow’s Point plant.
- “Benjamin Franklin Thomas and the Introduction of French Needle Dam Technology into the Inland Waterways of the United States,” by Emory Kemp of W.Va. Univ.

- “Angel of the Anthracite: The Philanthropic Legacy of Sophia Fisher Coxe,” by James Bohning of Lehigh Univ.
- “Frances Johnson: Photographer of the Early American Steel Navy,” by Robert Stewart, an independent historical preservation consultant.
- “The Santee Canal: America’s First Summit Level Canal,” by Robert Kapsch, chief historian of the U.S. National Park Service.

The complete text of the selected papers is to be published in the *Canal History and Technology Proceedings*. Registration for the symposium, which includes continental breakfast, buffet lunch, reception at the National Canal Museum, and a copy of the *Proceedings*, is \$60 (\$54 for members of Hugh Moore Historical Park and Museums). All registrations received after Mar. 4 will incur a \$5 late fee. Registrations will be accepted until Mar. 11. Individual copies of the *Proceedings* can be purchased for \$19.50 (plus tax and shipping).

If you would like to receive a registration form, please contact the National Canal Museum at 610-559-6616 or e-mail at membership@canals.org.

FRANCIS MILL *(continued from page 18)*

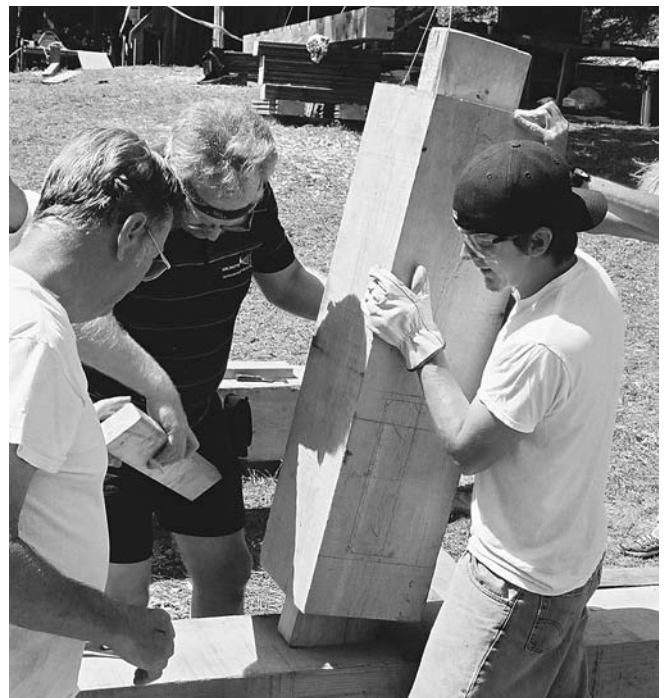
of the east wall; additional repairs will be made depending on the number of people attending and their particular interests. A supplemental workshop to deal with the workings of the mill is also planned for 2005.

The FMPS intends to return the mill to working order and open it to school groups and others. Their goal is to offer people a chance to learn not only about grist mills but also about the important role the Francis Mill played in the early social life and history of their own mountain heritage.

HCN received a grant from the Society for the Preservation of Old Mills (SPOOM) to cover the cost of bringing restoration specialists to the site. The workshop represented a major cooperative effort between HCN, the FMPS, SPOOM, and the community of Waynesville. FMPS requested and received donations of timber, building materials, and lunches for the workers. Even the crane to lift the beam and waterwheel was donated. During the workshop people driving by stopped to see what was happening at the old Francis Mill and word spread, so that when the big moment came, there was a crowd watching as the big beam went in.

If you would like more information about the Francis Mill, please contact Tanna Timbes at (828) 456-6307; timbes1@earthlink.net. For more information about the upcoming workshops at the Francis Mill, or any of HCN’s other building conservation workshops, see the HCN website at www.heritageconservation.net or contact them at (303) 444-0128.

Jamie Donahoe



Jerry Donahoe of Clearwater, FL, Jeffrey Finch, the technical expert, and Patrick Willis, of Canton, NC, check the fit of the beam that will support the millstone shaft support beam.

SITES & STRUCTURES

Historic Plumbing at Bellow Falls RR Station. The station used by the Green Mountain RR since 1922, and more recently by Amtrak, is undergoing a \$3-million restoration, but the question has arisen, "What to do with the three urinals?" The full-height floor models have been recognized as relatively rare artifacts, but they aren't up to code and stand in the way of the latest plans for the station. All involved, however, indicate their desire to maintain the historic character of the station, which includes this aspect of the plumbing. One plan may involve relocating the urinals to the American Sanitary Plumbing Museum in Worcester, MA, if they can't be reused in the station. More about them can be learned at urinal.net, a Web site devoted to an appreciation of the "stalwart standards of men's rooms around the world."—*Callboy, The Massachusetts Bay Railroad Enthusiasts Newsletter*

Newark Says 'Farewell' to Pabst Brewery, But Not the Bottle. The Pabst Brewery complex in Newark, NJ, a landmark to travelers on the Garden State Parkway, was demolished in August to make way for a shopping center and housing complex. The Pabst Brewery consisted of about two-dozen, multi-story, reinforced concrete buildings, which had been built from the 1920s to 1960s, but were unused since the brewery closed in 1986. The complex, however, was best known for the giant bottle atop one of the buildings that towered over the Fairmont neighborhood. The famous bottle, which stood guard over the complex since 1930, rose 185-ft. above street level, measured 17 ft. in diameter, and 60-ft. tall, and originally functioned as a 55,000-gallon water tower. Six men could stand on its crown. Described at the time of its construction as "the largest bottle in the world," it was made of enamel-coated steel plates about a quarter-inch thick, and was "topped by a stopper of glittering gold," according to promotion literature of the time. When the bottle was built, it was neither to advertise beer nor liquor. It was built by the Hoffman Beverage



Newark, NJ, wants to save the famous beverage bottle from atop Pabst's main building but has begun demolition of the brewery complex.

Newark was once home to Ballantine, Krueger, Henseler, Feigenspan, and Weidenmayer breweries, but only Anheuser-Busch remains in operation. Newark officials and neighborhood groups are hoping to preserve the bottle.

Chestnut Hill Waterworks to be Adaptively Re-used (tour site—1984 Annual Conference, Boston). City planners have given tentative approval to plans to adaptively reuse the magnificent Chestnut Hill Waterworks as a condominium and office complex. The 1888 pumping station, designed in the Romanesque style of architect H. H. Richardson, will become 30,000 sq. ft. of offices and community space, but 10,000 sq. ft. will be reserved for a museum that encompasses the Leavitt and several other steam engines. The adjacent 1895 pumping station in the Beaux-Art style will be adaptively reused for condominiums. —*Boston Globe (Aug. 14, 2004), Real Estate Section.*

Jersey City Warehouse Historic District Threatened. Manhattan-based developers have partially demolished the ca. 1887 Lorillard Tobacco Co. annex and lopped off the top portion of the "Old Gold" smokestack situated in the central cobbled courtyard, which itself dates back to the early 1860s when originally built for the American Screw Co. The Jersey City Landmarks Conservancy is working to have local ordinances approved that would prevent further losses including threats to the 1905 Butler Bros. Distribution Warehouse, the 1906 Hudson & Manhattan RR Powerhouse, the 1907 Great Atlantic & Pacific Tea Co. headquarters, and the 1904 Merchant's Refrigerating Co. warehouse, among the buildings contributing to the historic district. Info: www.jerseycityhistory.net/warehouse nomination.html.

Detroit's Newest Historic District. One hundred years ago, the happening place for cars was Piquette Ave. Detroit's early auto industry grew up at this intersection of three major railroad lines—Milwaukee Junction—taking advantage of cheap land and room to expand. Ford's groundbreaking Model T was born here. All the biggies were on the avenue—Studebaker, Chrysler, GM, and a host of supporting industries—as well as machine shops, electrical manufacturers, and suppliers. The place was jumping through the 1950s. Today, 20 buildings remain spread across nearly 50 acres. The Piquette Avenue Industrial Historic District was listed in the National Register of Historic Places on June 15, 2004. An opportunity to visit the historic district occurs at the SIA's 2005 Fall Tour to Detroit, Sept. 29 through Oct. 2—*NPS Heritage News (July 2004)*

Brooklyn's Ridgewood Reservoir Added to City Park System. Brooklyn's nearly 150-yr.-old Ridgewood Reservoir that straddles the border with Queens is being turned over to the NYC parks department for preservation as open space and for recreational uses, like jogging and biking trails. The reservoir is on the high ground above Highland Park and has commanding views of the surrounding cemeteries and green spaces. Water was first raised into the reservoir in 1858 by two pumps, each with a capacity of 14 million gallons per day. Force Tube Ave. was named for the high-pressure water mains that once ran under the street. By 1868, Ridgewood Reservoir held an average of 154 million gallons daily, enough to supply Brooklyn for ten days. The reservoir was taken out of regular service in 1959 and has been idle since 1990. ■

IA ON THE WEB

Aldridge Sawmill and the East Texas Logging Bonanza (www.texasbeyondhistory.net/aldridge/index.html). On-line exhibit traces the history of the once-bustling mill and company town through the boom years of the early 20th c. to its eventual demise. The Aldridge site is a complex of crumbling ruins in the Angelina National Forest. Historic images of workers, families, mills, towns, and forests.

Conservation Materials Encyclopedia (www.mfa.org/_cameofrontend/). The Boston Museum of Fine Arts offers an on-line encyclopedia of materials used in conserving historic and archeological artifacts.

Delaware Bridges (www.deldot.net/static/projects/archaeology/historic_pre/delaware_bridge_book). Historic bridge book available as an on-line pdf. Book was prepared by Lichtenstein Consulting Engineers for DelDOT. Patrick Harshbarger, ed., and Joe Macasek graphic design [both SIA].

J. Pick Knitwear (www.pickfamily.co.uk/partone.htm). Business history of prominent British textile company.

Maryland's Industrial & Labor Heritage (www.heritage.umd.edu). University of Maryland's Center for Heritage Resource Studies offers a statewide survey of labor and industrial heritage sites with an emphasis on archeology. From the CHRS homepage click on the link for research, then on the link for associated projects. Prepared by Robert Chidester [SIA].

Nantyglo Round Towers (www.thomasgenweb.com/nantyglo_round_towers.html). Built in 1816 by a local ironmaster in case of rebellion by the workers, these were the last fortified towers built in Britain (Wales). They use cast iron for internal support.

New England Farm Machinery (www.qvea.org). The Quinebaug Valley Engineers Assn. preserves and operates a collection of engines and farm machinery at the Zagray Farm Museum in Colchester, CT.

New Jersey Bridges (www.state.nj.us/transportation/works/environment/HistBrIntro). New Jersey DOT's historic highway bridge survey on-line. Contexts and survey forms for highway bridges built before 1946. Based on the inventory conducted by Lichtenstein Consulting Engineers, Mary McCahon [SIA], project manager, in 1991-95. Several SIA members participated in the survey.

Records of Alexander Parris (www.parrisproject.org). Parris (1780-1852) was a prominent architect-engineer of Massachusetts. The digital archive holds materials pertaining to 50 projects, including specifications for the Boston Customhouse, drawings of machinery for the dry dock at Charlestown Navy Yard, and correspondence regarding the construction of Mt. Desert lighthouse in Maine.

Silos and Smokestacks (www.silosandsmokestacks.org). Self-guided and guided tours of the industrial and agricultural heritage of Iowa. Opportunities to visit a 1,000-head dairy operation, tour a grain terminal with 14 miles of underground roads, and watch border collies herd sheep.

Vermont Hydroelectric Facilities (www.culturalresourcesgroup.com/projects/vermonthydro.htm). National Register multiple property submission for evaluating historic significance of hydroelectric powerhouses, dams, and related facilities.

Whaling Industry (www.whalingmuseum.org/kendall/index_kl and www.nps.gov/nebe). The New Bedford Whaling Museum and the New Bedford Whaling National Historical Park provide a wide-ranging look at the whaling industry. From description of research materials available at the Kendall Institute to exhibits and activities at the museum and park in Massachusetts.

"IA on the Web" is compiled from sites brought to the editor's attention by members, who are encouraged to submit their IA Web finds by e-mail: phsianews@aol.com. ■

ASCE Seeks to Recognize Prestressed-Concrete Heritage

Prestressed concrete began to be used in the United States after WWII, by adopting and adapting European technologies pioneered by Eugene Freyssinet and Gustave Magnel. The first prestressed-concrete bridge in the U.S. was Magnel's Walnut Lane Bridge in Philadelphia, completed in 1950. This successful project spawned rapid, widespread use of prestressed concrete. The Prestressed Concrete Institute (PCI) was organized in 1954 to serve the industry and researchers. To commemorate the 25th anniversary of the organization, a series of retrospective historical articles was published in the PCI Journal from 1976 to 1980.

The History and Heritage Committee of the American Society of Civil Engineers (ASCE), recognizing the importance of the development of prestressed concrete in the U.S.,

is seeking nominations for prestressed-concrete projects that may merit designation as National Historic Civil Engineering Landmarks. Nominations may be for developments in materials and systems (seven-wire strand, anchorages, prestressing systems, connections, etc.), for "standard" components (I-beams, box beams, T-beams, piles, pipes, etc.), for analysis and design approaches, or for completed prestressed/postensioned-concrete projects (bridges, buildings, etc.). All nominations must be submitted by a local section of the ASCE and the project/development must be at least fifty years old. SIA members are encouraged to collaborate with ASCE Sections to submit meritorious nominations.

Dario Gasparini

NOTES & QUERIES

Erie RR Depot Plans Wanted. Pequannock Twp. in Morris County (NJ) is building a bicycle trail alongside the former Erie RR Greenwood Lake Branch between the township's southern border with Wayne Twp. and the town of Riverdale, site of the former junction with the New York, Susquehanna & Western RR. As part of the trail, the township wants to purchase the depot in Pompton Plains for re-use as a small museum and information center. Original blueprints or period architectural drawings of the building would greatly help the township with its grant application. The Pompton Plains depot may have been built from standard plans. Info: Kevin Olsen, 1 Shady Terrace, Wayne, NJ 07470; olsenkbce@juno.com.

Winterthur Residential Research Fellowships. Winterthur will be offering approximately 25 fellowships for independent research undertaken from May 2005 to Aug. 2006. Awards are from one month to one year; stipends vary according to fellowship. The program encourages critical inquiry that will further the understanding of American material culture and history. Winterthur, near Wilmington, DE, is known for its museum and research library of domestic artifacts and works of art made in America from 1640 to 1860. Past research subjects include pre-industrial crafts, consumerism, foodways, the history of everyday life, travel and tourism, and historical memory. Application deadline is Jan. 15. Info: Academic Programs Office, Winterthur Museum, Gardens & Library, Winterthur, DE 19735; (800) 448-3883; www.winterthur.org.

National Archeological Database. More than 110,000 records have been added to the National Archeological Database (NADB-R), bringing the total to over 350,000 entries in this publicly accessible, national, on-line bibliographic database of gray literature on archeological investigations across the U.S. and its territories. NADB-R is used in planning archeological projects to reduce redundancy and increase efficiency in cultural resources management. The system is a product of a partnership between the National Park Service, state historic preservation offices, and the Center for Advanced Spatial Technologies at the University of Arkansas.—*NPS Heritage News* (Sept. 2004)

National Preservation Institute offers a wide range of training seminars for those involved in the management, preservation, and stewardship of cultural heritage sites. The programs have general applicability to industrial sites. NPI also offers customized and on-site training to meet specific organizational needs including identification and evaluation of cultural resources; laws, regulations, and dispute resolution; historic property management and design issues; and curation, conservation and stewardship. Info: NPI, Box 1702, Alexandria, VA 22313; (703) 765-0100; www.npi.org.

PHMC Scholars-in-Residence Program. The Pennsylvania Historical & Museum Commission (PHMC) invites applications for collaborative residencies that fund research related to the interpretive mission and advancing the goals of a PHMC program or facility, including the agency's historic sites and museums. A collaborative residency proposal must be filed jointly by the interested scholar and host program/facility. Residencies are open to all who are conducting research on Pennsylvania history and are available for up to eight weeks between May 2005 and Apr. 2006 at the rate of \$375/wk. Deadline for applications is Jan. 14. Info:

Div. of History, PHMC, Commonwealth Keystone Bldg., Plaza Level, 400 North St., Harrisburg, PA 17120; (717) 787-3034; lshopes@state.pa.us; www.phmc.state.pa.us.

Frances the Mule Retires. Frances, who some SIA members may remember as the motive power for the C&O Canal boat tour at the 2001 Annual Conference (Washington, DC), is retiring from the National Park Service after 22 yrs. The C&O Canal NHP threw the 28-yr.-old mule a retirement party (with carrot cake) on Sept. 25. Frances, who was "wintered" at Mt. Vernon for the last 11 yrs., will spend her newfound free time at another presidential home, the Jimmy Carter National Historical Site in Plains, GA. Former President Carter personally requested a mule for his boyhood farm because he has fond memories of riding and working with mules as a youngster.—*NPS Heritage News* (Oct. 2004)

Call for Nominations—Excellence in Archeology Education. The Society for American Archaeology (SAA) recognizes outstanding contributions in the area of sharing archeological knowledge with the public. For 2005, eligible candidates will be institutions that have contributed substantially to public education through the development or presentation of programs, publications, or other activities. Deadline for applications is Jan. 15. Info: www.txvr.com/SAA/news/award_excellence.html or Patrice Jeppson, 2200 Benjamin Franklin Parkway, E812, Philadelphia, PA 19130; (215) 563-9262; pjeppson@kern.com.

Call for Papers, Hagley Fellows Conference. The Hagley Fellows at the University of Delaware invite proposals for *The Spectacle of Technology*, a conference to be held at the Hagley Museum & Library, Wilmington, DE, March 19, 2005. The conference will explore technology from an historical perspective, conceiving the topic broadly to incorporate all aspects of the human relationship with large-scale, remarkable, complex, highly technical, or otherwise extraordinary technological systems. What technologies are perceived to be spectacular, as opposed to everyday, hidden, or unremarkable technologies? Which technologies have been viewed as popular, interesting, or accessible; and which technologies are considered arcane, difficult, or complex, and to whom? And how do these perceptions of technologies' spectacle affect their development, marketing, use, and transmission? Examples of topics would include (but are not limited to): the "technological sublime;" tourism; expert subcultures ("geekery"); amusement parks, anatomical theatres; entertainment technologies; and the public perception or reception of new technologies. Papers covering all historical periods and on regional, American, and international subjects are welcomed. Proposals, including an 800-word abstract and one-page CV, should be sent by Dec. 15, 2004 to Hagley Fellows, Univ. of Del., 236 John Munroe Hall, Newark, DE 19716; hagley.fellowsconference@gmail.com. ■

Bolmer Motor Car Co.

Information on the company is sought as part of project to document a 1913 showroom in Bound Brook, NJ. Any data on the firm's history, operations, marketing, or other showrooms would be sincerely appreciated. Info: Lynn Rakos, (212) 264-0229; rakos@usace.army.mil.

CHAPTER NEWS

Northern New England held its annual business meeting at Henniker, NH, in October.

Northern Ohio toured the International Steel Group's Cleveland Steel Mill (former LTV/Republic Steel—tour site, the 1986 Annual Conference) in August. Members traveled to the former Nike Hercules Missile Launcher Site (CL 11) in Lake County in September, and in November gathered to hear Eric Hirsimaki give a presentation on ore-handling operations in Lake Erie ports.

Roebling (Greater NY-NJ) members boarded the retired fireboat *John J. Harvey*, which took them to view three historic tugs undergoing restoration at Garner's yard in Tottenville, Staten Island, in July. Another chapter tour was held in Manhattanville (around Broadway and 125th St. in Manhattan) including former sites of Yuengling's New York brewery, a trolley barn now used to store Metropolitan Opera scenery, and IRT subway viaducts. Members gathered in September for the chapter's annual corn roast at Croton-on-Hudson in Gerry Weinstein's "engineerium," housing his collection of steam engines. The chapter held its 24th Annual Drew Symposium on October 24. The session featured its usual eclectic mix of the IA of the NY-NJ area including papers on the duties of railroad flagmen, a floating dry dock, industrial uses of steam, New York's bridges, railroads in Easton-Phillipsburg, West Point Foundry, and New York harbor. The chapter has initiated a postcard campaign to urge preservation of architect Cass Gilbert's reinforced-concrete warehouse built with Turner flat-slab construction for Austin Nichols & Co., a grocery wholesaler, on the Brooklyn waterfront in 1913.

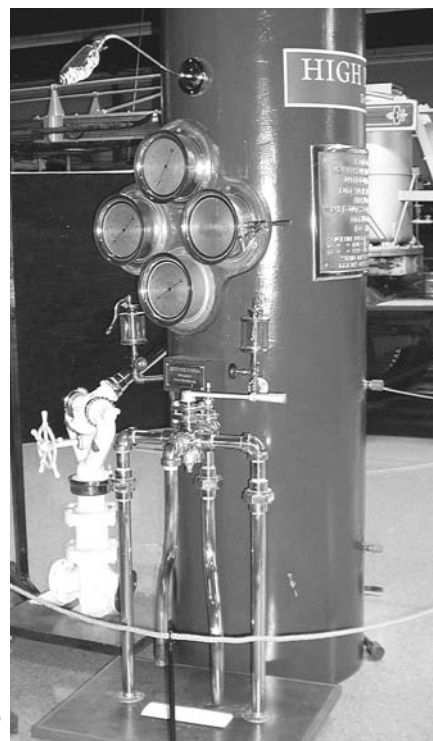
Southern New England held its annual business meeting and picnic at the Saugus Iron Works in September. Members traveled to Cumberland, RI, in October for a process tour of the Hope Global textile mill braiding, weaving, and wire knit operations. This was followed by exploration of Grants Mill, a nearby saw and grist mill. ■



IA EXHIBITS

Forging the Future: Morris County's Iron Industry is an exhibit exploring the way iron mining and processing has shaped the lives of countless New Jersey citizens, and the way that legacy continues to this day. The exhibit is housed at Washington's Headquarters at the Morristown National Historical Park and is a cooperative effort with the Mt. Hope Historical Conservancy, which preserves the New Leonard Mine complex, and the county parks commission and historical society. Info: MNHP, 30 Washington Place, Morristown, NJ 07960; (973) 539-2016.

Baltimore Fire of 1904. The Fire Museum of Maryland (tour site—1995 Annual Conference) has mounted a new comprehensive exhibit on the massive fire of 1904 that burned 140 acres of Baltimore's central business district and inner-harbor waterfront. The Great Fire tested, for the first time, many of the fire-proof building materials and construction codes that had been developed during the late-19th century, and it showed many of them to be inadequate. Following the fire, Baltimore's fire fighters, city officials, and civilians rebuilt, but this time they focused on "fire retardant" technologies, like a high-pressure hydrant system. The exhibit explores these topics using its extensive horse-drawn and early motor firefighting equipment. A time line has been set up with an Acoustiguide system. On display is an 1888 Clapp & Jones steam pumper, manufactured in Seneca Falls, NY, and used during the fire. An 18-ft. diameter, simulated pressure dome has been copied from the one in the high-pressure pumping station that supplied water to the hydrant system that was part of the rebuilding effort. The station had three Allis Chalmers, twin-simple Corliss pumping engines capable of 21,000 g.p.m at 250 p.s.i.g. The Fire Museum of Maryland is open on Saturdays from May to Dec. and weekdays (except Mon.) during the summer. Special tours may be arranged by appointment year round. Info: www.fire-museummd.org.—Stephen G. Heaver [SIA], Director-Curator. ■



Stephen G. Heaver

The Fire Museum of Maryland's new exhibit on the Baltimore Fire of 1904 displays the original dedicatory plaque, gauge board, and water-motor valve from the high-pressure pumping station built after the fire to supply the center city's hydrants.

CALENDAR

2005

Feb. 19: 18th Annual Conference on New England Industrial Archeology, Higgins Armory, Worcester, MA. Sponsored by the Southern and Northern New England Chapters of the SIA. Paper proposals requested. See article in this issue. Info: Robert Stewart, 1230 Copper Hill Rd., West Suffield, CT 06093; (860) 668-2928; robert.stewart13@att.net.

Feb. 26-28: 4th Savannah Symposium: Architecture and Regionalism, Savannah College of Art & Design, Savannah, GA. Documenting and interpreting regional architecture, tourism, and building technologies and materials. Info: www.scad.edu/archihist/main.htm.

Mar. 5-6: Sixth Biennial Symposium on the Historic Development of Metropolitan Washington, D.C., School of Architecture, Univ. of MD, College Park, MD. Sponsored by the Latrobe Chapter of the Society of Architectural Historians. Theme: Washington Builds for War: Defense, the Homefront, and Security in the Capital Region. Paper session and bus tours of related sites. Info: Lisa Davidson, lisa_davidson@nps.gov.

Mar. 19: 24th Annual Canal History & Technology Symposium, Lafayette College, Easton, PA. Co-sponsored by the National Canal Museum. See article in this issue. Info: (610) 559-6616; membership@canals.org.

Mar. 19: Hagley Fellows Conference, The Spectacle of Technology, Hagley Museum & Library, Wilmington, DE. See article in this issue. Info: Hagley Fellows, Univ. of Del., 236 John Monroe Hall, Newark, DE 19716; hagley.fellowsconference@gmail.com.

Apr. 6-10: Society of Architectural Historians Annual Conference, Vancouver, BC. Theme: Obsolescence in Modern Architecture. Info: www.sah.org.

Apr. 13-17: Vernacular Architecture Forum Annual Meeting, Tucson, AZ. Info: www.vernaculararchitectureforum.org.

Apr. 15: Utopian Visions and World's Fairs Symposium, Hagley Museum & Library, Wilmington, DE. A look at the inventors, reformers, manufacturers, and others who participated in North American fairs. Info: HML, Box 3630, Wilmington, DE 19809; (302) 658-2400.

Apr. 27-30: Traditional Building Exhibition and Conference, Philadelphia, PA. Resources, skills, and knowledge of general interest to historic preservation efforts. Info: Judy L. Hayward, Box 1777, Windsor, VT 05089; jhayward@restoremedia.com.

May 4-7: Heritage of Technology—Gdansk Outlook 4, Gdansk, Poland. Paper session and tours to Cold War facilities, bridges, wicker weaving, canals, saltworks, and more. Info: Robert Kapsch, (202) 619-6370; robert_kapsch@nps.gov; also <http://hotgo4.mech.pg.gda.pl/hotgo4.html> or Conference Coordinator, Bozena Klawon, Gdansk Univ. of Technology, ul. Narutowicza 11/12, 80-952, Gdansk, Poland; tel. + 48 58 347 2929; hotgo4@mech.pg.gda.pl.

May 5-7: Preserve and Play Conference, Chicago, IL. Sponsored by the National Park Service. Strategies for protecting amusement parks, spas, boathouses, and other recreation and entertainment sites. Info: www.preserveandplay.org.

May 19-21: Business History Conference, Minneapolis, MN. Info: Roger Horowitz, Business History Conference, Box 3630, Wilmington, DE 19807; (302) 658-2400; rh@udel.edu.

June 2-5: SIA Annual Conference, Milwaukee, WI. Paper proposals requested. See article in this issue. Info: Mary Habstritt, siaevents@aol.com.

June 16-19: Mining History Association Annual Conference, Scranton, PA. Paper sessions and tours of PA coal and NJ zinc mines. Paper proposals requested. Info: Richard Francaviglia, Program Chair, Univ. of Texas at Arlington, Center of Greater Southwestern Studies and the History of Cartography, Box 19497, Arlington, TX 76019.

July 5-9: National Railway Historical Society Annual Convention, Portland, OR. Rail excursions and speakers on restored steam operation. Info: www.nrhs2005.com.

Sept. 29-Oct. 2: SIA Fall Tour, Detroit, MI. Info: siaevents@aol.com; www.sia-web.org. ■

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