Montreal is the largest French-speaking city outside of Paris, and nearly 200 SIA members from across North America gathered there from May 29 to June 2 to experience the city's lively culture and, most importantly, learn about its industrial past and present. Participants visited museums and historic sites, as well as took part in process tours that covered a wide spectrum of industrial and engineering activities from small craft shops to modern plants. A day of paper sessions, simultaneously presented in French and English, introduced the group to recent scholarship on Quebec's industrial archaeology.

Thursday's pre-conference tours included a self-guided circuit of downtown museums or a walking tour of Old Montreal. There was also a cruise on the Lachine Canal, first opened in 1824 and one of the most important factors in the city's industrial expansion. The canal, which by-passes the Lachine Rapids on the St. Lawrence River, has been both a transportation corridor and a source of water-power, attracting industries including foundries, textile mills, sawmills, and grist mills. The canal closed in 1970, but has been the scene of a huge revitalization project since 1997. It is now a National Historic Site administered by Parks Canada, and a great success gauged by the many citizens out enjoying the recreational opportunities along the canal's tow path. A park interpreter provided narration to our group, as we traveled between Atwater Market and Point des Seigneurs Archaeological Park, passing through the St. Gabriel Lock.

L'École de Technologie Supérieure (ETS) was host to the Thursday-night opening reception.
where participants snacked among student projects, including a solar-powered vehicle. The group then gathered in the auditorium for introductions and greetings from the many local groups and officials that sponsored our conference. Joanne Burgess, historian at the Université du Québec à Montréal and author of many articles and books on the history of Montréal, presented a slide-illustrated overview of the city's industrial past.

On Friday, five tours were offered to appeal to a variety of interests. Itineraries, as originally advertised, were somewhat shuffled because the Port of Montréal was engaged in a lockout and a couple of sites were cancelled at the last minute, but conference organizers did a great job of adapting to the situation and offering a fully packed day. Participants boarded Prévost coaches (a product of Québec) to spread out across the city and its hinterlands. An excellent accompaniment to the day was the conference guidebook, A Treasure Chest of History: A Selection of Sites of Interest from Montréal’s Industrial Heritage. SIA’s volunteer correspondents sent in reports on some of the process-tour highlights:

Hydro-Quebec’s Beauharnois Hydroelectric Station is a run-of-river plant, that is, it does not impound water in a reservoir, but takes advantage of the 80-ft. difference in elevation between two wide portions of the St. Lawrence River. The powerhouse was completed in 1932 and expanded in 1941, 1948-51, and 1961. The result is an impressive 3,038-ft.-long building with 36 generators, the largest number of any hydro station in the world. It is capable of delivering more than 1.673 MW to the Hydro-Québec system with surplus sold to the U.S. Following an introduction in the powerhouse’s museum, tour participants were issued headphone-equipped FM receivers to enable the guides to offer commentary amid the noise of the machinery. All of the generators are driven by I. P. Morris-designed, center-discharge Francis turbines constructed by Dominion Engineering.

Canadian Allied Diesel, Ltd. (CAD) is located just a few blocks away from Beauharnois. For the past five years, CAD has operated two shops, remanufacturing diesel engines, and refurbishing locomotives and cars of all types, including tank cars, in facilities previously occupied by Dominion Engineering. About 60 employees work in the diesel shop refurbishing locomotives ranging in size from about 1,000 to 7,000 hp. Prior to refurbishing, smaller parts are de-greased in solvent and larger pieces are hot-tanked overnight in caustic solution. CAD has abrasive-blasting cabinets (continued on page 4)
The Southern New England Chapter is sponsoring the SIA 33rd Annual Conference in Providence and the Blackstone Valley. Planning is well underway for the process tours and historic sites visits. Registration materials will be sent to all members in the early spring. Watch the SIA Web site for periodic updates, www.sia-web.org.

The conference hotel will be the downtown Providence Marriott Biltmore for participants who prefer staying in a historic hotel. A one-day GIS course on June 10 will be under the direction of Lyn M. alone at Brown University. In addition, the conference planners will offer a Thursday pre-tour with details yet to be announced. The opening reception will be held at Slater Mill in Pawtucket on Thursday evening. A brief orientation session will be at the adjacent Blackstone Valley Visitors Center where a light buffet will also be served, followed by opportunities to view the operating machinery in the Slater and Wilkinson Mills.

Process tours planned for Friday are scheduled (tentatively) to include:

- The Cranston Print Works, a company founded by Samuel Slater, has bleaching, printing, and engraving operations.
- Tremont Nail specializes in reproduction antique nails and fastenings, many of which are made on period machines.
- Blount-Barker operates a seafood processing plant.
- New England Ropes is a modern plant that manufactures nylon climbing ropes and engineered ropes for unique purposes.
- "Genuine Forgery", a tools and instruments maker.

Paper sessions and the annual business meeting will convene at the Providence Convention Center. A "poster session" will run concurrently with the formal paper presentations. Space will be available for conference attendees to set up displays of artifacts, drawings, historic photographs, books for sale, and board displays on IA subjects that are better presented in a "Science Fair" setting than in "Show and Tell" or as a formal paper.

The conference's closing event will be a buffet dinner aboard the Bay Queen on a cruise of upper Narragansett Bay. If you want to volunteer or have a question, contact Bob Stewart, bob.stewart13@att.net or Greg Galer, ggaler@stonehill.edu.

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 Providence, RI, June 10-13, 2004, 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 submissions is April 15, 2004. 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 15th.

Call for Papers

The SIA invites proposals for papers and poster sessions to be presented at the Annual Conference on Saturday, June 12, 2004, at Providence, RI. Poster sessions can be works in progress. Presentations on all topics related to industrial archeology are welcome, especially those related to New England's rich proto-industrial and industrial heritage. Papers about bridges for the 21st Annual Bridge Symposium, co-sponsored by the Historic American Engineering Record (HAER), 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 (computers will not be provided). 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. Each invited presenter is then responsible for submitting electronically a concise, one-page or less summary of their presentation to be published in session abstracts. The summary will be due by April 16, 2004.

Deadline: February 6, 2004. Send paper copies of all proposals to: Mary E. McCahon, 332 E. Union Street, Burlington, NJ 08016; (215) 752-2206; mmccahon@LC.E.us.
with several types of media for subassembly parts, and a room-sized chamber for engine blocks and other large assemblies. Small units, such as coolant and lubricating-oil pumps, are sent to separate bays for renewal to factory specifications. Governors, fuel pumps, and injectors are rebuilt and calibrated at test benches. The heart of the engine, its power assemblies (cylinder heads and liners, pistons, and connecting rods) are removed from the block and inspected for wear with computerized measuring instruments, in addition to traditional calipers and micrometers. Magnetic and ultraviolet fluorescence techniques may be used to determine structural integrity, and hardness testers check camshaft and journal surfaces. If necessary, camshafts and crankshafts are sent out for resurfacing, but engine blocks can be welded, machined, surfaced, and liner-bored in-house. CAD also allowed us into their Engine Systems Development Centre laboratory where engine tests are completed on a contract basis for regulatory agencies and outside vendors.

GE Hydro offered an impressive display of turbine assembly in a building with miles of pipes, gauges, and valves used to simulate various water flow conditions. Each turbine is custom-made for a specific application with the rough castings received from outside vendors. Small crews of workers then machine, weld, and grind to achieve the meticulously finished final product. Tour participants walked the shop floor and saw the extensive design and testing laboratory where GE turns their customers’ specifications into prototypes for testing.

Johnson & Johnson’s Women’s Healthcare Division is a massive 673,000 sq.-ft. facility that is the sole North American source for J&J’s sanitary products line. Managers provided an orientation before entering the plant floor with its high level of ambient noise. J&J manufactures a variety of minipads and tampons, but in all cases, expanded wood-pulp filament batting is faced on one side with a layer of porous fabric and backed on the outside with a film of non-porous plastic barrier designed to contain liquids within the absorbent medium. At the beginning of the process, thin sheets of compressed pulp are fed into multi-stage disc shredding machines and drawn into continuous skeins similar in appearance to surgical cotton. The skeins are simultaneously united with continuous strips of the porous and barrier layers, then heat-sealed, molded, embossed, and die-cut to shape. In order to keep the items in proper registration for finishing operations on this series of specialized machines, vacuum is employed to hold them against a fine wire-screen transfer belt. In a separate section of the plant floor, narrow slivers of material are spiral wound around spinning forks to form tampons. Assembly rooms are kept under positive pressure to prevent dust infiltration and all air in the building passes through filters. Once the items have been completed, they are individually wrapped and packaged by more-or-less standardized machinery.

Au Dragon Forgé was a pleasant stop for the SIA’s bridge historians and enthusiasts. ADF took over the former premises of the Dominion Bridge Co. in 1998. They continue to use the equipment on site, much of it from the early years of the 20th century. Participants were treated to the sight of workers fabricating large beams bound for a bridge project in the Caribbean, but the plant manager sadly commented that this was the plant’s last order, and it was likely to close later this year. Dominion was formed in 1882.
Alex Barbour

2003 General Tools Award Recipient

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, 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.

This year’s recipient of the SIA General Tools Award has been involved with machinery and engineering all of his life; and is a hands-on practitioner of industrial archeology with a prodigious knowledge of machinery of all types. A millwright and mechanical engineer by profession, he has achieved a wide recognition for his expertise in machinery restoration, millwrighting, and marine engineering.

Alex Barbour, an IA consultant and former chief engineer (retired) of the Marine and Industrial Conservation unit of Canada’s Public Works Department, has had a widely varied career marked by impressive achievements. Alex was born in Dundee, Scotland, an area rich in industrial heritage, and began his working career in 1953 as an apprentice millwright in a local flax mill, Baxter Brothers. After completing his apprenticeship as a millwright and graduating in Marine Engineering from Dundee Technical College (now University of Abertay), Alex went to sea on the ships of Ben Line Steamers Ltd. of Edinburgh, earning his First Class Steam certificate.

In 1964, he emigrated to Canada with his young family and entered upon a teaching career. Alex taught marine engineering at George Brown College in Toronto, and subsequently became Head of the Marine Engineering Department. In 1973, Alex joined Parks Canada (now a federal government agency), where he specialized in the preservation and restoration of historic ships and industrial machinery, and rose to the position of Senior Engineer, Machines and Vessels. When the heritage conservation program was transferred to the Department of Public Works in 1986, Alex followed, and served as Chief Engineer of the Marine and Industrial Conservation unit. On his retirement in 1996, Alex established a private consulting practice, and continues to be heavily involved in machinery and marine restoration projects both in Canada and abroad.

Over 23 years of service with Parks Canada and Public Works, Alex was responsible for the stabilization, conservation, and restoration of a large number of historic ships, several grist mills and industrial plants, and numerous steam engines, as well as historic machinery of many kinds. Among his major contributions to the field of industrial archeology were the stabilization and restoration of several large vessels now being preserved and interpreted as national historic sites. These include the S.S. Moyie (Kaslo, B.C.), S.S. Klondike (Whitehorse, Yukon), and S.S. Keno (Dawson, Yukon) sternwheel steamers; the St. Roch (Vancouver, B.C.), the first ship to traverse the northwest passage from west to east, and the HD-4 Hydrofoil of Alexander Graham Bell (Beddeck, Nova Scotia).

Other major achievements include the restoration of two compound steam, walking beam engines at the Hamilton Water Works National Historic Site (Hamilton, ON); the stabilization, decontamination, and restoration of a herring reduction plant at the Gulf of Georgia National Historic Site (Stevenston, BC); and the salvaging of a 2000-ton gold dredge trapped in the permafrost of the Yukon, and its stabilization and restoration for subsequent interpretation as Dredge No. 4 National Historic Site.

Over the years, he has been an enthusiastic participant in SIA conferences, and was an organizer, and a highly knowledgeable conference, and was an organizational member of the Society for Industrial Archeology Newsletter, Vol. 32, No. 4, 2003 5
and was a world presence in steel bridge construction for over a century, before it went bankrupt in 1998. Early projects included a cantilever span over the Reversing Falls in St. John, NB (1884), a continuous-truss railway bridge over the St. Lawrence River at Lachine (1886), and the Alexandra Bridge connecting Ottawa and Hull (1900). Later projects included the second Quebec Bridge and the Jacques-Cartier Bridge in Montreal.

Several of the Friday tours transitioned from large-scale heavy industries to exquisite small-scale craftshops with but a few employees. **St. Armand Papers,** housed in the basement of a former linoleum factory, was one such stop. Founded in 1978 by David Carruthers, St. Armand makes paper from cotton and linen rags, mostly to fill custom orders from watercolorists, printmakers, letterpress printers, and others seeking distinctive, high-quality papers. Our group crowded into the shop, observing the family business, with the nephews of the owner demonstrating the techniques of making paper using handscreens. We meandered through a maze of beautiful paper sheets hanging to dry on lines and racks into a narrow room with no windows to watch a 24-in. wide Fourdrinier paper machine of 1947. Other equipment of historic interest included an 1898 Hollander beater, antique guillo- tine and typographical presses, and a Ludlow caster.

Cider is a traditional product of the Rougemont region of Quebec, southeast of Montreal, where visitors will notice apple orchards everywhere. Moreover, many Quebeckers have ancestral roots in Brittany and Normandy, where cider has been made for hundreds of years. **Micheal Jodoin,** who welcomed the SIA to his orchard, cider press, and bottling works, belongs to a line of apple growers spanning four generations. In 1901, his great-grandfather bought 100 apple trees at the Sunday auction on the church square and so began a thriving family business. Jodoin began bottling his own cider in 1988 with first-year production totaling 5,000 bottles.

**Hercules Furs** is another traditional family business that opened its doors to the SIA. Hercules has been producing fur garments since 1959 in downtown Montreal, but the fur industry dates to the very establishment of Quebec as a French colony more than three centuries ago. The multi-story building has a retail shop on the first floor and workshops on the upper floors where pelts are stored, sorted, trimmed, and sewn into garments. The matching and stitching of the furs is a skill that takes many years to learn, and tour participants were treated to demonstrations, as well as given ample opportunity to touch and even try on the garments.

On Saturday, the SIA held its annual paper session in rooms provided by the Université du Québec à Montréal, conveniently.

(continued on page 9)
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 2003 Annual Business Meeting in Montreal, this year’s award was presented by *IA* Editor Patrick Martin, on behalf of Robert M. Frame, this year’s Vogel Prize Committee Chair, to Richard Veit for his article, *Moving Beyond the Factory Gates: The Industrial Archeology of New Jersey’s Terra Cotta Industry*, published in *IA* Vol. 25, No. 2 (1999), pp. 5-28.

In his article, Richard Veit deals with the use of an industrial product, architectural terra cotta—a building material—and the industrial process that created it. His story begins with the raw material, Cretaceous clay, which is found in a broad swath across central New Jersey known as the Clay District, centered around the city of Perth Amboy. It happens that 12 miles from Perth Amboy, by boat, is Manhattan, site of countless buildings using the Clay District’s terra cotta output between the 1870s and 1930s. Thus does Veit trace the journey of this humble substance—clay—from its mining to its monumental final use in, among other things, the 750-ft., white terra-cotta Woolworth Building.

In the course of working this out, we learn of the production process at New Jersey’s many terra cotta factories, all now gone. We also learn of the factory workers in this technologically straightforward and labor-intensive industry. The terra cotta workers came from the region’s largely immigrant population, which consumed one of the industry’s more unusual products: the terra cotta gravemarker. The terra cotta gravemarker is the artifact that first piqued Veit’s interest. The poorer citizens of the Clay District knew what Manhattan’s architects learned, that terra cotta could be an inexpensive alternative to stone. From their native clay, they produced a wide range of creative and colorful markers for their cemeteries, providing Veit with artifacts that he studied from many angles.

All together, Veit offers us a complex picture of a simple material from an industrial-archeological perspective. He provides multi-dimensional analysis using wide-ranging resources, the most significant of which truly exemplify the importance of research outside the library.

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**SIA Announces New Grants Program**

The Society for Industrial Archeology now offers Industrial Heritage Preservation Grants from $1000 to $3000 for the study, documentation, recordation, or preservation of significant historic industrial sites, structures, and objects. Contributions of in-kind services, as well as cash resources from the sponsoring and cosponsoring agencies may qualify for matching purposes. Funds may be used for a range of projects including, but not limited to: increasing public awareness of preservation efforts, photography, videography, preparing inventories and developing measured drawings of extant significant industrial sites, structures, maritime facilities, and industrial artifacts. Grant recipients must agree to prepare a written summary of their project suitable for publication in either the SIA Newsletter and/or *IA*.

At the Journal of the Society for Industrial Archeology.

Grants are open to qualified individuals, independent scholars, nonprofit organizations, and academic institutions. Substantial participation from state, county, or local history organizations is encouraged, although such groups do not necessarily need to be a sponsoring agency. Awards are limited. Applications are accepted year-round and, unless circumstances warrant, awards will be announced following a regularly scheduled meeting of the SIA Board of Directors.

For further information or to request a grant manual contact: Bode Morin (313) 297-8380; bodemorin@msn.com; Lynn Rakos (212)264-0229; Lynn.Rakos@nan02.usace.army.mil, or visit the SIA Web site at www.sia-web.org.
Minutes of the Annual Business Meeting
May 31, 2003

President Vance Packard called the meeting to order in the gymnasium of the Université du Québec à Montréal.

Secretary’s Report: Secretary Richard Anderson announced that the minutes of the 2002 Annual Meeting had been published in the SIAN (Summer-Fall 2002) 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 SIA 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 December 31, 2002.

We began 2002 with a total fund balance of $198,612. Cash receipts for the year totaled $79,222. The majority of our annual income comes from the various membership dues categories. In 2002 the total dues received were $61,699. The balance of $17,523 was comprised of interest income ($2,567), publication sales, receipts of excess funds from tours and conferences, and finally contributions—both general and restricted ($1,925). Total expenses for the year were $51,677. The production costs of our major publications—the newsletter and the journal—combined for a total of $13,704. The balance of $37,973 was spent on a combination of labor ($23,994), postage ($2,484), insurance, prizes and awards, tours and conferences, and a few miscellaneous items. The SIA maintained 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 December 31, 2002.

Montreal Conference: President Packard thanked all of the SIA members, organizations, and volunteers who contributed to the 2003 Annual Conference, and recognized James and Diana Bouchard for their leadership coordinating the conference.

Local Chapters: An SIA tradition is to welcome chapter members by asking members of each of the current 14 local chapters to stand and be recognized.

Publications and SIA HQ: Pat Martin, executive secretary and journal editor, reported on headquarters operations. Martin thanked Terry Reynolds, the journal’s book-review editor, and encouraged all those with late reviews to submit them as soon as possible. He commended Don Durfee as extremely helpful at headquarters, observing that Don has automated the SIA’s Web site as much as possible. There are no student scholarships this year. Lastly, the SIAN goes out on a regular basis. Its editor, Patrick Harshbarger, is always happy to receive items of interest, and he requests volunteers to help index back issues.

Awards: Pat Martin, on behalf of Vogel Prize Committee Chair Bob Frame, who could not attend, presented the Robert M. Vogel Prize to Richard Veit. Bob Passfield presented the SIA General Tools Award for Distinguished Service to Industrial Archaeology to Alex Barbour.

New Business: President Packard opened the meeting to new business matters.

Motion: Member Shawn Selway moved that, “in view of the recent loss of important museum and library collections in Baghdad, Iraq, and the continuing threat to other cultural property in that country, that the membership urge the board of directors to contact TICCIH, American ICOMOS, and Canadian ICOMOS, in order that the SIA may join with these organizations and others in the ongoing common effort to protect and restore cultural heritage in Iraq.” Member Fred Quivik seconded the motion.

A spirited discussion followed about whether the motion should apply specifically to Iraq or to sites worldwide, as well as the process by which the Society or its officers should let those concerns be known. Following discussion, Selway offered the following amendment:

 Amendment 1: “That the Board of Directors be asked to present their concerns to TICCIH and ICOMOS, and ask them to join the SIA to support a continued effort to call to the attention of government and military authorities the need to protect historic industrial sites in areas of military conflict.”

The question was called and a tallied vote was recorded on the amendment with the Ayes: 41; Nays: 44. The first amendment did not pass.

 Amendment 2: A member moved that the wording “other areas of civil and military unrest” be added after “Iraq.” It was seconded by another member.

A vote followed in which Ayes were tallied as 59. President Packard pronounced the motion and second amendment adopted. Nays were not called or counted.

Elections: The Nominations Committee Chair Carol Poh Miller thanked outgoing directors Mary Habstritt and Bob Stewart for their service. Re-elected were Secretary Richard Anderson, Jr., and Treasurer Nanci Batchelor; elected Directors were James Bouchard and Lynn Rakos; and, elected to the Nominations Committee was Martha Mayer. Miller thanked all of the candidates who agreed to run for office, and warm applause greeted the new and re-elected officers.

(continued on page 19)
located near the conference hotels. Sessions focused on a variety of topics, but, apropos to the host city, there were Canadian presentations on ship canals, hydroelectricity, and bridges, as well as an all-morning session on the history and revitalization of Montreal’s Lachine Canal.

The Canadian Railway Museum was the site of the Saturday-night banquet. The museum has recently opened an impressive new facility, and we were among the first visitors to view the historic locomotives and cars on 12 indoor tracks. In addition to excellent food, a number of docents were on hand to answer questions, and the evening ended with a trolley ride on a small stretch of track outside the building.

Many participants stayed in Montreal for post-conference tours on Sunday and Monday. There were reprises of the Lachine Canal boat tour, a full day of self-guided touring at the Canadian Railway Museum, and a tour of historic bridges spanning the St. Lawrence River and the Lachine Canal. One busload of participants traveled to the Mauricie Region northeast of Montreal, to visit the Cité de l’énergie, showcasing the hydropower generation and the beginnings of Québec’s electrochemical and aluminum industries. A highlight was Parks Canada’s Forge St.-Maurice, the first ironworks in Canada established in 1738, and the subject of intensive archeological investigations.

The SIA’s heartfelt thanks goes to conference coordinator James Bouchard and organizing committee members Sébastien Bachmann, René Binette, Diana Bouchard, Susan Bronson, Pauline Desjardins, François Gaudette, Yves Gladu, Sabine Gobeaut, David Hanna, Jaques Lecours, Marie-Claude Reid, Marie-Claude Robert, and Louise Trottier. Others include Hélène Buteau, who laid out the guidebook, and Éric Pellerin, who designed the brochure and poster. The help of SIA board member Mary Habstritt and Don Durfee from SIA Headquarters was invaluable. SIA also sends thanks to the Canadian Railway Museum staff and volunteers, the Ecomusée du Fier Monde, and the employees and people at all the sites visited. This year’s conference benefitted mightily from financial and staff support donated by Canadian Heritage, Ministère de la Culture et des Communications du Québec, the City of Montreal, the Université du Québec à Montréal (UQAM), the Canada Science and Technology Museum, Hydro-Québec, the Port of Montreal, and the McAuslan Brewery. Merci!

Patrick Harshbarger

with assistance from James Bouchard, John Reap, & Scott See
Your Society Needs Your Help

The SIA depends on the freely given time and experience of its members to administer the organization and its activities. Here's an opportunity for you or a colleague to give back to the Society by offering to serve. You have more to give than you may think, and your voluntary time and experience are wanted and will be appreciated. Please don't hesitate to nominate yourself — it may be the only way we know you're out there and available. Modesty here is not a virtue. The deadline is Jan. 15, 2004. If you're not sure, call or e-mail me and let's talk about it.

Coming up in 2004 are five openings: Vice President, two Directors, one member of the Nominations Committee, and the TICCIH Representative. Submit your name or the name of a colleague, keeping in mind that each candidate must be an SIA member in good standing and must consent to being considered for nomination.

Michael Raber
Chair, Nominations Committee
(860) 633-9026; ms raber@aol.com

Positions open in 2004:

Vice President (2-year term) serves as a member of the Board of Directors and carries out presidential functions, such as chairing board meetings, in the President’s absence. Traditionally, the Vice President is elected President at the end of his or her term to provide continuity. Candidates for Vice President must have previously served on the Board for a minimum of one year as a voting member.

Directors (3-year term), two 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 (3-year term) serves as one of three elected members who oversee the annual nominations and elections. The newly elected member chairs the committee during the final year of the term.

TICCIH Representative (3-yr. term) serves as the North American liaison with the International Committee for the Conservation of the Industrial Heritage. Responsibilities include communicating with representatives of other industrial heritage organizations (mostly European, but increasingly representative of other parts of the world) and acting as a conduit for information to be shared on matters of advocacy for the preservation of industrial sites of international importance. TICCIH meetings are typically held in foreign countries with a congress every three years and annual interim meetings. The representative must have either outside institutional support or his or her own resources for travel. The SIA does not pay for travel. Interested parties are encouraged to contact the SIA President (Vance Packard, 570-472-3274, vpackard@worldnet.att.net) or Past President (Carol Poh Miller, 216-692-0747, cpmiller@stratos.net) to discuss the expectations of the position before submitting their name for nominations.

All nominations are reviewed by the Nominations Committee, which will present a slate of candidates to the membership. Each nomination must include the name, address, telephone, and e-mail address of the person nominated, the office for which the nomination is being made, and evidence that the candidate consents to be 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, 2004, to the committee chair: Michael Raber, Box 46, South Glastonbury, CT 06073; (860) 633-9026; ms raber@aol.com. If you’re unsure about the process or the obligation, please call or e-mail.

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, 2003-2004

Vance Packard, President (2002-04)
Chris Andreae, Vice President (2002-04)
Carol Poh Miller, Past President (2002-04)
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)
Robert Kapsch, Director (2001-04)
Bode Morin, Director (2002-05)
Lynn Rakos, Director (2003-06)
Patrick E. Martin, Executive Secretary, Editor IA, and TICCIH Representative
Patrick Harshbarger, Editor SIAN

Nominations Committee
Michael Raber, Chair (2001-04)
Justin Spivey (2002-05)
Martha Mayer (2003-06)
Carol Poh Miller, ex officio (2002-04)
GENERAL INTEREST

Franca Di Valerio. A rcheologia industriale e conservazione negli Stati Uniti, " Scuola Officina 1 (2003), pp. 14-19. Italian magazine on IA published by the M useo del Patrimonio Industriale di Bologna (Bologna's IA museum) has an article about IA in the USA, including SIA activities. In Italian with an abstract in English. Info: Museo del Patrimonio Industriale, Fornace Galotti, via della Beverara 123, 04131 Bologna, Italy; tel: 051 6347770; fax 051 6346053.


Deidre McCarthy. Integrating GIS and GPS Technologies into Cultural Resource Survey and Documentation. VA N 97 (Fall 2003), pp. 22-25. Overview of digital mapping for historic and archeological sites. Author works in the GIS Facility of the National Park Service.

BRIDGES

Bob Brier. Saga of Cleopatra's N eedles. A rchaeology 55, 6 (Nov.-Dec. 2002), pp. 48-54. Concerns not bridges exactly, but the part played by John A. Roebling's Sons Co. (of Brooklyn Bridge and other suspension bridges fame) in bringing the obelisk from Egypt to NYC in 1880s. They built an immense turning mechanism that was used to tip and lower the obelisk in Egypt and also to lift it in Central Park.


Robert Hadlow [ S I A ]. E legant Arches, Soaring Spans. Oregon State U niv. Pr., 2001. Biography of Oregon's famed bridge engineer Conde D. M cCullough. Educated at Iowa State College, M cCullough worked for the State of Iowa and in private practice before beginning his long career in Oregon. He later designed bridges in Central America. His bridges are known for innovative engineering and some of the most elegant designs ever built. They are also noteworthy for the variety of structural types employed. The book includes an inventory of his Oregon work and their preservation status, along with extensive annotations. While a few of his bridges no longer exist, most of them continue in service and are given close attention by Oregon DOT, which clearly recognizes their historic significance. Rev: T & C (July 2003).

Angelo Maggi and Nicola Navone, eds. John Soane and the Wooden Bridges of Switzerland and the Culture of Technology from Palladio to the Grubenmanns. Università della Svizzera Italiana and Sir John Soane's Museum (13 Lincoln's Inn Fields, London WC2A 3BP, U.K.; fax 020 7831 3957), 2003. 240 pp., illus., £21.45. Exhibition catalogue jointly prepared by Sir John Soane's Museum in London and the Archivio del Moderno in Switzerland. High-quality reproductions of technical and "lecture" drawings of Swiss wooden trusses prepared by the London architect following a 1780 tour. Also provides extensive contextual information and illustrations with chapters on the history of wooden bridges, the 18th-c. reputation and technical capabilities of the Grubenmann brothers, Diderot's Encyclopédie, the "philosophical value" of mechanical arts, and Caesar's bridge over the Rhine, another consuming interest of this multi-faceted architect.

John W. McGrain. Six Susquehanna Bridge Crossings: Thirteen Bridges. Harford Historical Bulletin 92 (Spring 2002). 56 pp., illus. $6.25 ppd. Bridges of the lower Susquehanna from 1820 to the present, including Conowingo, Rock Run, A mttrak (former PRR), CSX (former B & O), US Route 40, and Interstate 95. Published by the Historical Society of Harford County, Box 366, Bel Air, MD 21014.


BUILDINGS & STRUCTURES

designs. The author has been researching Baldwin since 1977 and is a founding member of the Baltimore Architects' Roundtable. Foreword by Herb Harwood [SIA].

- Gillian Darley. Factory. Reaktion Books, 2003. 224 pp., illus. $19.95, paper. Examines the factory as image, icon, innovator, and laboratory, and what has attracted architects, particularly Europeans, to factories as "authentic" architecture as opposed to grand public buildings and luxury private dwellings. A theoretical development of the factory from the utopian schemes of Robert Owen to the landscaped industrial parks created out of former steel mills in the Ruhr area of Germany.


- Solving a Medieval Mystery — Engineer Helps to Re-create Cathedral Construction Cranes. A SC E News 28,5 (May 2003), p. 6. In an episode of the Discovery Channel's Retro Tech series scheduled to air later this year, structural engineer Bashar A. Iftab was challenged to re-create a 30-ft., human-powered, timber-framed crane capable of lifting one ton, using only tools and technology available to medieval cathedral builders. Using two people walking abreast on a treadmill, they were able to lift a pickup truck weighing about a ton and a half. Perhaps as interesting for its description of how engineers get on television as for the artifact itself.

- Guy Span. The Steam Will Rise Again. San Francisco Bay Crossings, v. 2,2 (March 2003), pp. 10-11, 28. Liking account of stationary steam's robust survival on SF Bay, in the form of the port's two floating pile drivers, modified from pre-war steam logging mules, still at work maintaining the bay's miles of piles.

**Tools**


- James S. Daugherty. Sheet-Metal Pattern Drafting & Shop Problems. Lindsay Pub., (Box 538, Bradley, IL 60915; (815) 935-5353; www.lindsaybkys.com), 2003. Reprint ed. of original 1922 ed. 176 pp., illus. $17.95. Loaded with pictures and patterns, this book was originally intended as a course of home study by apprentices and sheet-metal workers. Everything from the theory and geometry of laying out patterns to how to make Roman moldings with complex miters, fancy roof ventilators, watering cans, etc.


- A Ivin Sellens. Keen Kutter Planes: The Simmons Hardware Company. 2002 (A vail: EAIA , c/o 176 Vandora Suits Rd., M urphy, NC 28906). 160 pp. illus. $19.95. Planes and other tools marketed under the Keen Kutter trademark from 1895 to 1959. Simmons was a wholesaler and had tools made with its trademark.

- William Simpson, Manual of Screw Cutting (1887) and Change Gears for Cutting Special Threads (1935) are available in a "two books in one" reprint by Lindsay Publications (1-815-935-5353, www.lindsaybkys.com), 2003. 46 pp., illus., $4.95 paper. Period machinists' manuals on how to apply lathes to screw cutting.

**Mines & Mining**


- Investitionen im Salinenwesen und Salzbergbau (Investments in Salt Works and Salt Mining), 2002. 364+ pp. Extensive collection of articles, mostly in German, some in English, on the archeology, history, and preservation of salt works and mines throughout the world from ancient times to the present. Includes Carol Litchfield [SIA], The Salt Industry of Eastern Michigan: A By-Product of the Lumber Industry, pp. 346-357. Papers are from the International Symposium on Global Organization, Regional Impacts, and Salt M useums/M monuments (Internationale Tagung am Lehrstuhl für Bauaufnahme und Baudenkmalpflege Global Rahmenbedingungen, regionale A uswirkungen, verbrie (M omente). A vail: Wissenschaftsliche Zeitschrift der Bauhaus-Universität Weimar (publisher), Bauhaus-U niversität Weimar, Universitätsverlag, D-99421, Germany. Tel: +49 (0) 36 43/58 11 50. The next meeting of the International
Jim Robbins. **The Copper Mine Ran Through It: Tales of a River’s Rescue.** *NY Times* (A pr. 1, 2003). A fer ter years of study, the EPA has released cleanup funds for Montana’s Clark Fork Basin, contaminated from years of pollution from the Anaconda copper mine.

**Agriculture & Food Processing**

David Gonzalez. **Cuba’s Bittersweet Move to Trim Its Sugar Crop.** *NY Times* (Oct. 9, 2002). Since June 2002 almost half of Cuba’s sugar mills have closed and many are being demolished. The government blames a glut of sugar and loss of Russian price supports. Thousands of workers have been laid off. (From an IA standpoint, the reduction is likely to result in the loss of older sugar milling equipment and steam power.)


Peter T. Kilburn. **One More Vestige of King Cotton Fades Out in Mississippi.** *NY Times* (Oct. 18, 2002), National Report. The Port Gibson Oil Mill, which ran for 120 years, was closed by rancher Daniels Midland, citing overcapacity in the industry. ADM sought a demolition permit but was blocked by the city council, which hopes to find someone else to buy and operate it.

**The Lummus Story: One Hundred Twenty-Five Year History of Lummus Industries, Inc., 1863-1988.** 160 pp., illus, hardcover. Lummus manufactures cotton gins and related machinery. Originally located in Columbus, GA, the company moved to Savannah in 1998 [SIA 1999 Annual Conference]. This official company history, published about 1988, is out of print but an unsold supply has been found by an intrepid SIA member. Avail: $20 ppd., Mike Buckner, U S Postmaster, Junction City, GA 31812.

Bob Roger. **Hand-Held Green Corn Shredders.** The Chronicle of the EAIA (March 2003). pp. 16-24. Descriptions of hand tool used to work with “green” corn, i.e., fresh, soft corn.

Louise Carroll Wade. **Chicago’s Pride: The Stockyards, Packingtown, and Environ in the Nineteenth Century.** U niv. of Ill. Pr. (1-800-537-5487), reprint ed., 2003. 440 pp., illus. $24.95. The growth from the 1830s to 1890s of the communities that sprang up around Chicago’s meat-packing industry, efforts to control the resulting air and water pollution, expansion of the work force, changes in ethnic neighborhoods, role of religious organizations in shaping the community, and ethnic influences on politics. Contrary to the image in Upton Sinclair’s *The Jungle*, the stockyards and Packingtown were viewed positively by many Chicagoans.

**Communications Technology**

K. G. Beauchamp. **A History of Telegraphy.** IEE (1-800-230-7286, www.iee.org/publish/), 2001. 413 pp., illus. $95. Growth of telegraphy over two centuries, depicting the discoveries and ingenuity of the experimenters and engineers involved, the equipment they designed and built, and the organization, application, and effects on society.


**Iron & Steel**

Michael W. Fazio. **The Making and Unmaking of the Woodward Iron Company.** A labama H eitage (Spring 2003), pp. 6-17. Story of how two Massachusetts-born brothers named Woodward created in Birmingham what for nine decades was one of the nation’s most efficient, vertically integrated iron manufacturing companies. Handsomely illustrated with images from the 1974 H AER survey and historic photos from the Woodward Family Papers in the W . S. H oole Special Collections Library, Univ. of A labama.

Pat Frost. **Lithydry Smithy, Pentrebach, Powys.** IA News 122 (A utumn 2002), pp. 2-3. A rcheology of a roadside blacksmith’s shop, dated to 1819 or earlier, in Wales. Described as “rare example of small rural industry and includes a forge heard that has been left untouched since it went out of use.”


**MISC. INDUSTRIES**

- Carriage Museum of America and Don Peloubet. *Carriage and Wagon Axles for Horse-Drawn Vehicles.* A stragal Press (1-866-543-3045, www.astralgpress.com), c. 2002. 250 pp., illus. $29.95. A xle-making saw tremendous changes in the last half of the 19th c., from individual handmade wooden axles made by the wheelwright, to iron axles forged by the blacksmith, and finally factory-made, lathe-turned axle arms. Compilation of articles from period journals.


- Kenneth Kilby. *The Cooper and H is Trade.* A stragal Press (1-866-543-3045; www.astralgpress.com), c. 2002. 192 pp., illus. $21.95. A uhor was born to a family of cooper and apprenticed to the trade. First half describes materials and techniques, the second half social history.


**WATER TRANSPORT**


- David Pearce [SIA], Handling Railroad Barges in New York Harbor. Transfer No. 38 (May-Aug. 2003), pp. 17-23. Describes how cargo barges were handled, based on author’s experiences on the Lehigh Valley Railroad. 10 illustrations/diagrams.


**ABBREVIATIONS:**

- EAIA = Early American Industries Association
- IA News = Industrial Archaeology Newsletter (UK) (www.industrialarchaeology.org.uk)
- IA Review = Industrial Archaeology Review, A ssn. for Industrial Archaeology (UK)
- T & C = Technology & Culture, Quarterly of the Society for the History of Technology
- VAN = Vernacular Architecture Forum
- SIA = Society for Industrial Archaeology

**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; phi.anews@aol.com.
In October 2003, the National Park Service's Historic American Engineering Record (HAER) and its local partners in Westchester County, NY, received an award of excellence from the Lower Hudson Conference, a consortium of cultural and preservation organizations, for work documenting the Bronx River Parkway Reservation. The parkway was one of the nation's earliest roads designed explicitly for automobiles. The HAER project includes drawings by Tanya Folger, Brandon Andow, Karolina Buczek, Kamahasan Ramaswamy; a historical report by Dawn Duensing; and large-format photography by David Haas. The project leaders were Christopher Marston (SIA) and Tim Davis.

The parkway was suggested as early as 1895 in legislation creating the Bronx Valley Sewer Commission. The Bronx Parkway Commission (BPC) was appointed in 1906 but did not receive funding for land acquisition until 1913. The parkway was completed to much acclaim in 1925. The parkway was initially conceived as an environmental restoration and park development project aimed at transforming the heavily polluted Bronx River into an attractive linear park connecting New York City's Bronx Park with the Kensico Dam in Westchester County. With the addition of a parkway drive the project became a pioneering example of modern motorway development. It combined beauty, safety, and efficiency by reducing the number of dangerous intersections, limiting access from surrounding streets and businesses, and surrounding motorists in a broad swath of landscaped greenery.

Warren Thayer was the project's initial engineer and Hermann W. Merkel was the primary landscape architect. BPC Engineers Jay Downer, Leslie Holleran, and Gilmore Clarke supervised general construction. Engineer Arthur G. Hayden used reinforced-concrete rigid-frame bridges for many grade separations, introducing the rigid-frame design to the U.S. from Europe. Private architects, including Charles Stoughton, provided architectural details for many bridges.

The award of excellence recognizes the collaboration between HAER; the Westchester County Archives; the Westchester County Dept. of Parks, Recreation, and Conservation (the project's sponsor); the Westchester County Historical Society; and the Bronx River Parkway Reservation Conservancy "to create quick, user-friendly, public Web site access to original HAER records." Westchester County Archive's director Patricia Dohrenwend displayed great initiative and technical prowess in making the documentation available over the Internet years before it will be seen on the Library of Congress American Memory Web site with other records from the HAER collection (http://memory.loc.gov). The documentation is available in its entirety at www.westchesterarchives.com/BRPR/BRPRHome.html.

Near Mile Marker 4.8, this rigid-frame reinforced-concrete bridge faced in stone carries Thompson Road over the Bronx River Parkway. The parkway was the first significant use of rigid-frame bridge technology in the U.S. HAER No. NY-327. David W. Haas.
In the winter of 1999, the SIAN ran an article about Kellogg-truss bridges and appealed to the readership to join in the search for a photograph. As a result of that appeal, we are now able to share a photograph of a Kellogg truss with you. It was unearthed from the collection of the New York Public Library by James Stewart [SIA]. For many years he has quietly provided invaluable research help to many SIA members. We are especially pleased with this particular example of his sleuthing abilities as it illustrates one of the roles this publication fills, serving as a vehicle for members to become aware of other members' interests, and thus providing mutual assistance.

The Kellogg truss enjoyed a brief period of popularity in the late 1870s as a truss for narrow, single-track railroad bridges. Most, if not all, were built in New York. It was an easily built configuration and slightly less expensive than a Pratt as it eliminated verticals at the points where alternate diagonals connected to the bottom chord. The diagonals that connected to the chord between verticals served to prevent secondary stress in the chord due to bending stresses generated by the deck, which was framed by closely spaced joists spanning between the lower chords of the two trusses. The increasing need for double track bridges whose deck framing was connected to the chords only at panel points, plus the rapid increase in locomotive weight and speed, which requiring stiffer trusses (more verticals), quickly combined to render Kellogg's design obsolete.

Several turn-of-the-century engineering texts discussed the Kellogg truss, some critically. The Report of the Board of Railroad Commissioners of the State of New York on Strains on Railroad Bridges of the State (1891) listed several in use and provided diagrams, but no photograph of them. The photograph here reproduced is of a deck Kellogg, a variation not mentioned in any of the known literature. The only difference between a deck and a through Kellogg is that in the through Kellogg, the bottom chord (which directly supports the train load) is helped by an intermediate tensile diagonal without the addition of a vertical. The deck Kellogg, which carries the trainload on its top chords, uses a compression strut to help support the chord between verticals.

David Guise
Alex Barbour (continued from page 5)

able tour guide, for the Yukon Study Tour in 1990. He has been active in several heritage preservation societies; was a founding member of the Canadian Society for Industrial Heritage; and has made presentations on his projects, and heritage preservation practices and techniques, at conferences of the SIA, the A society for Preservation Technology (APT), the Canadian Institute of Marine Engineers (CIMarE), and at sessions of the International Conference on the Preservation of Large Historic Vessels.

Wideley recognized for his expertise in historic ship and machinery restoration work, Alex has served as a consultant for the Canadian federal government, provincial governments and heritage agencies across Canada, and has worked on IA projects as far afield as the Falklands, Martinique, and the U.S. Virgin Islands. In recognition of his outstanding contributions to industrial heritage preservation, he received the Freeman Award (1992) from Public Works, and the Award of Excellence (1993) from Parks Canada.

A gregarious person, who loves ships and technical challenges, Alex has few peers in the combination of skills and specialized knowledge that he brings to the preservation of historic ships and industrial machinery, and in the nature of the outstanding contributions that he has made to the IA field during a lifetime commitment to industrial heritage preservation work. Alex Barbour is truly a worthy recipient of the General Tools Award for 2003.

Robert W. Passfield, Chair
Betsy Fahlman
Pat Malone
HISTORIC BRIDGE NEWS

One Bridge Removed, Another Saved in Arlington, WA

The 136-ton, 210-ft.-long, Warren through-truss, main span of the Haller Bridge in Arlington, built in 1924, was removed by lowering it slowly onto a barge for removal prior to being cut into scrap. The abandoned 1900-01 Northern Pacific RR bridge in the background is slated for rehabilitation as part of a rails-to-trails program.

One Bridge Removed, Another Saved in Arlington, WA

The 1924 Haller Bridge over the Stillaguamish River in Arlington, WA, in the process of being lowered onto a barge for removal prior to being cut into scrap. The abandoned 1900-01 Northern Pacific RR bridge in the background is slated for rehabilitation as part of a rails-to-trails program.

Hojack Bridge Update. Local preservationists continue their efforts to save the through-truss, swing-span, railroad bridge built by the King Bridge Co. in 1905 over the Green River in the Charlotte Harbor of Rochester, NY. Contracts were about to be let for demolition early last year (SIAN, Spring 2003) when local citizens contacted state and local officials to make a plea for an alternative reuse. The demolition was stayed, at least temporarily.

Richard Margolis [SIA], head of the save-the-bridge committee, writes, “There are no benchmarks to gauge the progress, but in terms of meetings with public officials and their response, we are not falling back. The bridge is still there, and there are impressive proposals receiving serious attention.” The SIA has sent a resolution of support. For regular updates: www.thebridgeproject.com.

An article “Some See a Landmark; Others, a Bridge Too Rusty,” by Michelle York, appeared in the NY Times, NY Region Sec. on Oct. 5. (www.nytimes.com/2003/10/05/nyregion/).

On Sept. 9, the restored Aldrich Change Bridge was set atop its stone abutments in Aqueduct Park, Route 31, Palmyra, NY. The event marked the successful culmination of a nearly 8-year effort to save the 9-ton, 74-ft.-long, wrought- and cast-iron bridge, which originally was built over the Erie Canal in 1858 to a design by Squire Whipple, the dean of American iron-truss bridge engineers (see SIAN, Summer 1998). The restoration is a credit to local volunteers and the leadership provided by project coordinator Jay Harding [SIA].

Wind gusts, and perhaps a tornado, struck the Kinzua Viaduct, once considered the tallest bridge in the world, on July 21. The 100-mph winds toppled 12 of the 20 piers, turning much of the viaduct—which measured nearly one-half mile long and 300-ft. high—into a twisted pile of steel. Essentially, the middle part of the bridge is gone. The Kinzua Viaduct was built in 1882 and rebuilt in 1900. The State of Pennsylvania purchased the bridge and gorge as a state park after the railroad abandoned the line in 1959. Tourist trains ran on the viaduct until 2002 when park officials closed it because of signs of structural fatigue and fears that strong winds could topple it. Unfortunately, their fears proved correct. Last Feb. repairs had begun at the ends, but not the middle of the bridge. At press, no decision had been made as to the viaduct’s future, although officials had expressed a desire to stabilize and restore the sections of the bridge that remain standing.

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– George Rappole

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IA EXHIBITS

Pageant of Locomotives at the Railroad Museum of Pennsylvania (Strasburg) features photography from North American railroad facings including the 1876 Centennial Exhibit, Philadelphia; the 1893 Columbian Exposition, Chicago; the 1904 World's Fair, St. Louis; the 1927 B&O Fair of the Iron Horse, Halethorpe, MD; the 1939-40 World's Fair, New York; and the 1948-49 Chicago Railroad Fair. These events gave railroad companies an opportunity to unveil their latest technologies and display celebrated equipment of the past. The exhibit runs through Apr. 19. Info: www.rrmuseumpa.org.

New York Transit Museum, closed for two years for renovations, reopened in Sept. The museum is located in a former subway station at Boerum Place and Schermerhorn St., just a few blocks from Brooklyn's Borough Hall. There are new permanent exhibits on the history of surface transportation over two centuries, the electrification of the NY transit system, and the evolution of fuel technologies. The inaugural temporary exhibit features the photographs of Christopher Payne from his book New York's Forgotten Substations: The Power Behind the Subway (Princeton Architectural Press). Power for the city's Els, trolleys, subways, and trolley buses originally came from huge rotary converters, which converted standard AC for long-distance transmission at high voltages into a lower, more usable DC voltage for third-rail and driven transit vehicles. These converters were housed in substations - cavernous brick buildings, often finished with architecturally stylish facades. In modernizing its vast electrical network, the transit authority began to replace the converters with automatic rectifiers around 1959, completing the task in 1999, when the last of 75 substations was shut down. Info: mta.info/mta/museum/index.html.

CONTRIBUTORS TO THIS ISSUE

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With Thanks.
Last of Greenfield (MA) Tap & Die Factory Turned to Rubble.

From humble beginnings as a cutlery maker in 1838, Greenfield Tap & Die evolved to become the world’s largest producer of taps and dies by the mid-1910s. For nearly a century, the firm was the town’s largest employer, but in an all-too-familiar story, the factory eventually closed and the abandoned buildings deteriorated. In Sept., the town government removed the last vestiges, a 100-ft-tall, blonde-brick smokestack with black-glazed brick letters spelling out “GTD TOOLS,” after failing to receive state money for the stack’s restoration. David Engman [SIA] writes, “So closes another chapter in the tale of New England industry.”

Syracuse Railroad Station Saved.

Time Warner Cable has completed a multi-million dollar renovation of the former 1936 NY Central passenger station (tour site—2001 SIA Fall Tour, Syracuse). The limestone and brick, art-deco-style building had been sold by NY Central in 1962 when they moved to a much smaller suburban facility. It subsequently served as the Greyhound bus depot from 1964 to 1998. A fire, environmental issues, and abandonment caused local concern for the station’s future, but the distinctive exterior and high visibility made it a promising site for reuse. Time Warner chose the building to house studios and offices for its new 24-hr. local news channel. The exterior has been returned to its original appearance with guidance from NY City architects Beyer-Blinder-Belle. The Onondaga Historical Assn. (host of the 2001 Fall Tour) has assembled an exhibit on the station’s history. The exhibit is a permanent installation inside the station.

Eli Whitney Armory Designated ASM Historical Landmark.

In Oct., a citation was presented to the Eli Whitney Museum in Hampden, CT, designating the armory an American Society for Materials (ASM) International Historical Landmark. The citation reads: “On this site between 1798 and 1825, Eli Whitney built the first significant independent American armory. The development of materials processing innovations began the tradition of precision production and interchangeable parts in America.” ASM is an organization of technicians, engineers, scientists, and businessmen dedicated to advancing industry, technology, and applications of materials and metals. It currently has over 33,000 members worldwide. The landmark program, established in 1991, recognizes buildings, districts, and sites whose contributions to the advancement of materials science, engineering, and technology are significant and enduring.

Heavy rains in early Sept. damage a number of IA sites in northern Delaware’s Red Clay Creek Valley. Two bridges, a ca. 1860 Town lattice covered bridge at Wooddale (bottom right) and an 1885 pin-connected, Pratt pony truss (top right) at Greenbank, were swept away and demolished beyond recovery. The Wilmington & Western RR, a tourist line, saw much of its trackage torn up. Greenbank Mill, a carefully restored, combination grist mill and woolen mill from the early 19th-century, saw the highest water on record. More than 8.5-in. of rain fell in less than 12 hrs. The water rose to chest-high levels in the mill in less than 2 hrs., allowing no time for staff and volunteers to rescue equipment and artifacts, including a recently installed carding machine (left). Damage from water and mud was severe to the interior of the mill, and portions of the races were washed out, although fortunately the waterwheel and exterior of the buildings survived relatively unharmed. The damage is estimated to be about $150,000. Greenbank Mill is looking for a historic truss bridge to replace the one lost. For further info and donations: Greenbank Mill Assn., 500 Greenbank Rd., Wilmington, DE 19808; www.greenbankmill.org.
NEWS OF MEMBERS

Eric DeLony retired as chief of the Historic American Engineering Record (HAER) in Sept. Eric became the first full-time employee of HAER in 1971 and has spent the past 32 years documenting historic engineering and industrial structures and advocating their preservation. He is a leading authority on historic bridges and developed a bridge program within HAER that received the Presidential Historic Preservation Award in 1992. His book, Landmark American Bridges, was published in 1993. Eric has a long and outstanding record of service to IA and has been a stalwart member of the Society since its inception. He received the SIA's General Tools Award for Distinguished Service to Industrial Archeology in 2000. Eric has relocated from Washington to Santa Fe, NM.

Patrick Martin, SIA Executive Secretary and journal editor, was elected to the Board of the International Committee for the Conservation of the Industrial Heritage (TICCIH) at the General Assembly in Nizhny Tagil on July 17.

SIA Loses One New and One Long-time Member

Garnet Garvin, a past president of the Southern Chapter of the SIA, died in April from injuries she sustained in an automobile accident outside the Brierfield Ironworks Historical State Park in Alabama. She was 33. Garvin was an archeologist with the Alabama Historical Commission and a graduate of the University of Alabama at Birmingham (M.A.). Garnet had been the crew chief for excavations at Brierfield’s Civil War-era blast furnace and for Shelby Ironworks, and for the university’s summer field schools, including the first official field school in industrial archeology held at Sloss Furnaces NHL.

Herbert J. Githens, historic architect, died of heart failure on August 17, at age 52. Herb had been a member of the SIA for over 20 years and worked in the areas of HABS/HAER recordation, National Register nominations, and the restoration and stabilization of historic buildings, concentrating on sites in his native New Jersey. He produced plans for the Ridgewood Ave. R.R. Station, Historic Speedwell in Morristown, and the Morris Canal in Warren County. Herb was a longtime friend of Ed Rutsch and delivered the main eulogy at Rutsch’s memorial service on July 26 (SIAN, Summer 2003).

SITE & STRUCTURES (continued from page 20)

B & O R R Museum Will Rebuild

Last winter’s Presidents’ Day blizzard wrought disaster at Baltimore’s B & O R R Museum. A record snowfall with 6- to 8-ft.-deep drifts piling up in the middle of the night led to the collapse of part of the roof of the museum’s landmark “roundhouse,” actually a polygonal 22-sided car shop built in 1884 and converted into a museum in 1953. Not only was the building severely damaged but much of the debris landed on the core of the museum’s priceless collection of locomotives and cars (SIAN Spring 2003).

In October, the National Park Service’s Save America’s Treasures program announced a $500,000 grant to help reconstruct the roof. The grant equals the largest award ever distributed by the program and recognizes the significance of the B & O Museum to the nation’s industrial and railroading heritage. The museum has received strong support from Maryland’s congressional delegation, which is also trying to secure an additional $500,000 appropriation from Congress. The total cost of reconstructing the building and repairing the damaged locomotives, cars, and exhibits is estimated at more than $15 million. Much, but not all, of that amount is being covered by insurance.

SITE & STRUCTURES

A simple form of head gate, consisting of a plank gate that slides over the inlet end of a sluice or penstock. From A Textbook on Civil Engineering, International Correspondence Schools, Scranton, Pa., 1898.
New HAER Documentation Guidelines Available On-line. As part of producing the second edition of Recording Historic Structures, the Historic American Buildings Survey/Historic American Engineering Record/Historic American Landscapes Survey (HA/B/HAER/HAALS) have revised and updated the Secretary of the Interior’s Guidelines for A Architectural and Engineering Documentation. The guidelines were published in the Federal Register on July 21. The changes include the incorporation of HAALS, E-size drawings, color transparencies, and elimination of Level IV (inventory card) documentation. Both the standards and guidelines will be published as an appendix in the second edition of Recording Historic Structures, due out in late 2003 to coincide with the HA/BS 70th anniversary celebration. Info: www.cr.nps.gov/habshaer/pubs/standard.htm.

Heritage of Technology Conference, Gdansk, Poland. The May 4-7, 2005, conference will include international paper sessions on the conservation-interpretation of the industrial, technical, and engineering heritage. Tentatively planned is a pre-conference tour to “no-access” army zones housing the remnants of secret plants of WWII. A post-conference tour is planned to Tczew (lattice-truss, iron bridge over the Vistula River, 1857); Malbork (Teutonic Knights’ Capital Castle); Kwidyn (craft school of wicker weaving); Gniez (HoFFman’s kiln in operation); Cieschin (saline graduation walls, 1832, and the salt works, 1884); Torun (Medieval Old and New Town, open air museum with operating windmill). Robert Kapsch (SIA) attended the last Gdansk conference (1999) and writes, “Based on my participation, I was asked to participate in the international organizing committee for the coming international conference, something I was very pleased to do. I think the SIA membership will also find this conference very worthwhile.” Paper proposals are requested, due Mar. 31, 2004. Info: Robert Kapsch, (202) 619-6370; rober_kapsch@nps.gov; also http://hotgo4.mech.pg.gda.pl/hot-g04.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.

Leonard’s Bridge Patent & Lenticular Truss in Sacramento. I am seeking information about the design of a lenticular, wood-truss, wagon bridge built in 1858. It was replaced in 1869 by a railroad bridge of more traditional Howe-truss design. According to one source, the wagon bridge was built using Leonard’s patent design. The lenticular trusses are in the approaches to a central swing span, which is also of interest. It’s possible the central span is the Leonard’s patent. I’d like to know the patent number for Leonard’s patent, if it exists. There are several photos of the bridge on the Sacramento On-line Web site: www.sachistoryonline.org/category/record.cfm?catalogID=218&category=M aritime and record.cfm?catalogID=220&category=Roads. Reply to: Kyle K. Williams Wyatt, Curator of History & Technology, California State Railroad Museum, KyleW Wyatt@aol.com.

History of Tourism Business & Technology Conference, Call for Papers. Hagley Museum & Library seeks proposals for a conference to be held Nov. 12-13, 2004, that explore the practices, businesses, institutions, and technologies that have fabricated tourism as a means of creating “consuming experiences.” Proposals may consider any portion of the globe since the mid-18th century and tourism of any variety. Interests include histories of travel agencies; railway, air, bus travel, and steamship lines; resorts, spas, and hotels; commercial photography and film; organized tours; guides, guidebooks, and the training of tourism managers; and much else. Papers may come from any discipline but need to be historically grounded. Proposals are due by Mar. 1, 2004. Support may be available for travel by presenters. Info: Roger Horowitz, HML, Box 3630, Wilmington, DE 19807; rh@udel.edu; fax (302) 655-3188.

National Park Service’s Archeological Prospection Workshop. Workshop on Current Archeological Prospection Advances for Non-Destructive Investigations in the 21st Century will be held May 17-21, 2004, at the Spiro mound Archaeological State Park in Spiro, OK. Lodging will be the Holiday Inn, Fort Smith, AR. This will be the 14th year of the workshop, dedicated to the use of geophysical, aerial photography, and other remote sensing methods as they apply to the identification, evaluation, conservation, and protection of archeological resources. This year’s event will focus on data processing and interpretation, in addition to the more basic topics involving the theory of operation, methodology, and hands-on use of the equipment in the field. There is a tuition charge of $475. A application avail.: www.cr.nps.gov/mwac/. Info: Steven L. DeVore, A archeologist, NPS Midwest Archeological Center, Federal Bldg., Rm. 474, 100 Centennial Mall North, Lincoln, NE 68508-3873; (402) 437-5392 x 141; steve_de_vore@nps.gov.

Federal Pacific Electric Manufacturing Site, Newark, NJ. Researchers and attorneys are searching for documents such as company newsletters and old catalogs of switchgear and capacitors that might have been made by the Cornell-Dubilier Electronics division of Federal Pacific Electric (FPE) in the late 1950s and 1960s. FPE operated a plant on Ave. L in Newark, and the researchers are also looking for plans of the plant and any documents that might relate to its operations. The plant closed in 1965 and the site has been used as a storage facility for the past 25 years, but questions have arisen over the source of contaminants found at the site. The materials requested may be of use in litigation. Info: Henry Gluckstern, 101 Eisenhower Parkway, Roseland, NJ 07068-1067; (973) 228-5700.

Pennsylvania Resident Scholars Program. The Pennsylvania Historical and Museum Commission (PHMC) invites applications for its 2004-05 Scholars in Residence Program providing support for up to three months of full-time research and study in manuscript and artifact collections maintained by any PHMC facility, including the State Archives, State Museum, and 26 historic sites and museums around the state. Residency programs are open to all who are conducting research on Pennsylvania history, including academic scholars, public history professionals, independent scholars, graduate students, educators, writers, filmmakers, and others. Residencies are available for four to twelve weeks between May 1, 2004 and Apr. 30, 2005, at the rate of $1,500 per month. Deadline for applications is Jan. 16, 2004. Info: Division of History, PHMC, Commonwealth Keystone Bldg. – Plaza Level, 400 North St., Harrisburg, PA 17120; Linda Shopes, 717-772-3257; lshopes@state.pa.us. A plication materials online, www.phmc.state.pa.us.

Octagonal-Plan Iron Furnaces. Franconia, NH, has a stone iron furnace that is octagonal in plan. We are trying to determine if its is unique. The head ranger at Hopewell Iron Furnace (PA) knows of no other octagonal furnace. We are trying to raise money to buy the furnace, and if we can claim it is unique in its shape, that may help. The furnace was recorded by members of the Northern
CHAPTER NEWS

Northern Ohio members gathered in Akron for a lighter-than-air theme tour in Sept. The group visited the area’s historic municipal airports and the workshops of the Lighter-Than-Air Society, which celebrates the history of dirigible and blimp technology.

Several Northern Ohio Chapter members, led by Ken Lavelle, took part in the dedication ceremony for the unveiling of a new Ohio Historical Marker commemorating the first brick rural road in the U.S., the Wooster Pike at Parma Heights, Cuyahoga County. The chapter was a sponsor organization for the marker, erected by the Ohio Historical Society and the Ohio Bicentennial Commission this past August. Local scout troops and town and state officials participated despite rainy weather. The program booklet included information on Ohio paving-brick manufacturers and early maps and photos. Unfortunately, the original brick road has long since been repaved and widened. The plaque reads, “In the late nineteenth century, a movement to improve inadequate plank and dirt roads was brought on by the popularity of bicycling, the introduction of the automobile, and the need to improve travel to and from rural areas. Ohio, as a leader in the manufacture of brick paving blocks, was quick to upgrade roads. Toll roads were waning in popularity and the need for free roads was recognized. An act passed in 1892 authorized Cuyahoga County to levy a road tax. With funds levied, the Commissioners selected the Wooster Pike as one of three road improvement projects.”

Northern New England members took a grand tour of the Champlain Canal between Whitehall and Fort Edward, N.Y., in Oct. The group took in aspects of three phases of canal construction—the first of 1816-23, the enlargement from the 1850s to the mid-1870s, and the modern barge canal.

Roebling (Greater NY-NJ) held its annual corn roast at Gerry Weinstein and Mary Habstritt’s country home in Sept., offering an occasion to visit Croton Dam and discuss the history of New York’s water system. On Oct. 22, ten lucky members walked the High Line. In Nov., the chapter held a Trenton (NJ) industries bus tour led by Richard Hunter and Clifford Zink. The group took in 18th-c. mill sites, two Trenton Iron Co. plant sites, the Roebling wire rope works, and industrial potteries along the Delaware & Raritan Canal corridor.

Roebling once again sponsored the Drew Symposium (23rd annual) on the IA of NY and NJ at Drew U. in Oct. Illustrated presentations included: Bill Wilkie, Edison’s Iron Ore Operations at Ogdensburg, NJ; Maggie Harrer, Historic Hackensack Waterworks; Pat Condell, Tribute to Ed Rutsch; and John Gomez and Tom Flagg. The PRR’s Greenville Yards, Jersey City. The day ended with a screening of a historic Domino Sugar film.

During the Drew Symposium, the first annual Roebling Award was presented to Conrad Milster for his efforts to preserve, document, interpret, and recreate steam engine technology in New York and New Jersey and for sharing his knowledge with others. Conrad is chief engineer at Pratt Institute’s power plant (tour site—2002 SIA Annual Conference, Brooklyn). Beginning his career at the age of 18 as an oiler on the Hudson River Day Line, he continues to challenge himself by building and re-building machines that many people have forgotten existed and then putting them to work. Since 1956, he has been documenting steam engines in photos, slides, sound recordings, and video, providing invaluable resources for preservation and restoration efforts. He speaks and writes frequently on the history of steam.

Samuel Knight (Northern California) held its annual meeting at the California State RR Museum in Oct. A highlight of the meeting was a tour of the Sacramento Shops of the Southern Pacific RR (tour site—1996 Annual Conference, Sacramento), once the largest industrial complex west of the Mississippi.

NOTES & QUERIES (continued from page 22)

New England Chapter in 1994-96 under the direction of Victor R. Rolando. If you know of any similar furnaces, or any sources of funding, we certainly would appreciate that information. Jewel Friedman, Curator, Franconia Heritage Museum and Iron Furnace Interpretive Center, Box 454, Franconia, NH 03850; (603) 823-5951; fax 823-5581; dwja@ncia.net; www.franconiaheritage.org.

Bloomery Ironmaking, from the most primitive local operations through sophisticated installations of the late-19th c., will be featured at a session of the Middle Atlantic Archaeological Conference, Mar. 14, in Rehoboth Beach, DE. The session is dedicated to the memory of the late Ed Rutsch, who inspired much of today’s research into bloomery ironmaking. Papers range from a report of a small, probably human-powered, bloomery on a farm site in Delaware, through large-scale 19th-c. operations in New York and Vermont. Sunday’s events will include a luncheon meeting and informal updates of current research. The MAAAC conference, of which this is a part, will be held Mar. 12-14, at the Atlantic Sands Hotel. Info: www.maacmidatlanticarchaeology.org. Hotel registration e-mail address is sands@atlanticsandshotel.com. Mention the conference to obtain a special rate.

New England’s Industrial Architecture, Call for Papers. The Univ. of Mass., Lowell, and Lowell National Historic Park will sponsor a one-day symposium, Apr. 23, 2004, on New England’s Industrial Architecture. In addition to historical investigations, papers may also address issues of preservation and structural engineering. A abstracts of no more than 300 words should be submitted by Jan. 31 to: Marie Frank, Dept. of Cultural Studies, 850 Broadway, U. Mass, Lowell, MA 01854; marie_frank@uml.edu.
CALENDAR

2004


Feb. 25-Mar. 10: SIA Study Tour to Catalonia, Spain. Info: Pat Martin, SIA-HQ; (906) 487-1889; pem-194@mtu.edu.


May 17-21: National Park Service's Archeological Prospection Workshop, Spiro, OK. See article in this issue. Info: Steven L. Devore, Archeologist, NPS Midwest Archeological Center, Federal Bldg., Rm. 474, 100 Centennial M all North, Lincoln, NE 68508-3873; (402) 437-5392 x 141; steve_de_vore@nps.gov.

June 10-13: SIA 33rd Annual Conference, Providence, RI. See article in this issue. Watch the SIA Web site (www.sia-web.org) for updates. Info: Robert Stewart, robert.stewart13@worldnet.att.net.

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May 4-7: Heritage of Technology—Gdansk Outlook 4, Gdansk, Poland. See article in this issue. 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.

Last Chance to Register for Catalonia Study Tour!!!

The Catalonia Study Tour is filling up, and this will be the final notice to members who wish to register, first come - first serve. Contact Patrick Martin at pem-194@mtu.edu or call 906-487-2070 before December 31 to reserve a spot on the tour. See SIA N Volume 32, Number 3, page 10, or the SIA Website for description and dates.

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