

ASHP NEWS

Volume Two, No.2

Winter 1990

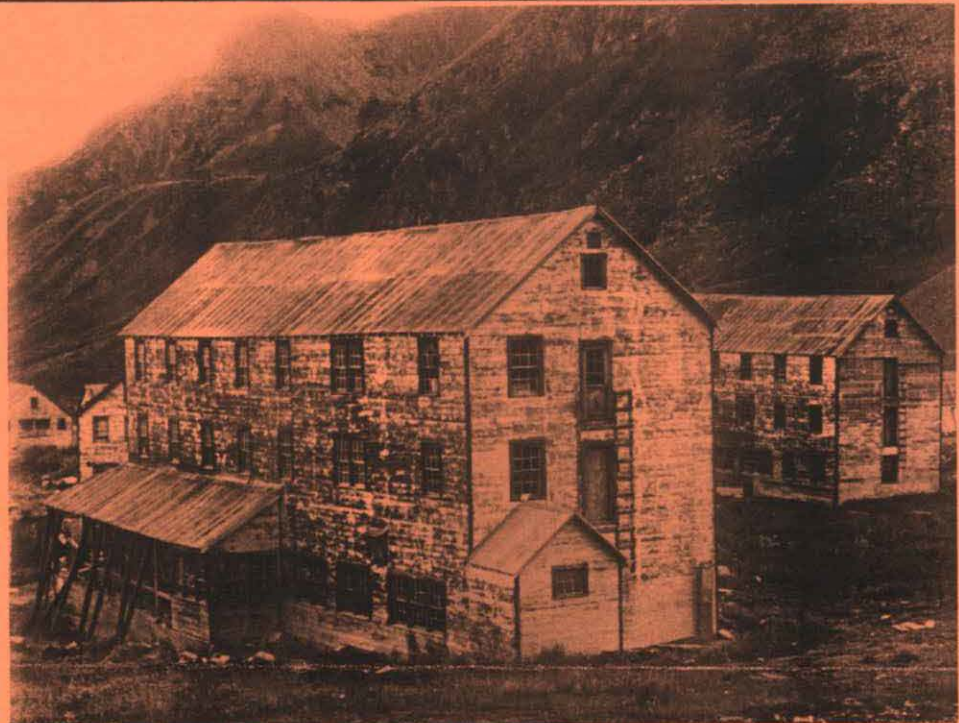
THE INDEPENDENCE MINE: A PRESERVATION CHALLENGE

by Sylvia Elliott

The Independence Mine, a National Historic Site located in the Talkeetna Mountains, 62 miles north of Anchorage, is a group of approximately 15 wood frame buildings which functioned as support structures for the gold mining operations of the Alaska Pacific-Consolidated Mining Company from 1938 to 1951. The company employed over 200 miners during these years, who lived in bunkhouses and an area adjacent to the mine known as Boomtown. During its peak production years, 1938-1942, lode ore in excess of 70,000 tons was processed, making the Independence the 11th largest gold mining operation in the nation. After 5 profitable years however, World War II brought a halt to all mining operations in the Willow Creek District. In October of 1942 the War Production Board ordered mining operations to cease, because gold was classified as a material non-essential to the war effort. Although tungsten ore (used in the manufacture of steel) was mined for a short time, the Independence finally closed in 1951. By that time, production costs and the low price of gold had made mining non-profitable.

During the next 3 decades most of the mine buildings stood vacant. The area where these buildings are located, Hatcher Pass, is at the 3886' level of the Talkeetna Range, where winter weather conditions are particularly harsh. The average snowfall here from September to May is 8-12 feet, with 15-17 feet not uncommon. Consequently, with each passing winter buildings were damaged or destroyed altogether by the weight of the snowpack. Warpage of floors and walls occurred due to lack of heat in the structures and from freeze/thaw cycles. Vandalism also became a significant problem during the 4 months of the year when the Independence was accessible by car. Lumber was removed from many buildings, graffiti appeared on the walls, and doors and windows were broken.

From 1967 to 1981, the manager's house (the only building not owned by the mining company) was operated as a ski and snow machine lodge by a succession of 3 different



The Independence Mine (Photo Courtesy: Univ. of Alaska, Anchorage Archives)

owners. In 1974, this building together with the adjacent mining buildings was placed on the National Register of Historic Places. No comprehensive preservation plan was implemented until 1980 however, when the owner of the mining property donated these buildings and 271 acres of land to the State of Alaska. Later that same year, the State purchased the manager's house for \$173,000. Together, these 272 acres were designated as Independence Mine State Historic Park.

In the past 10 years, the State Dept. of Parks has stabilized, restored, and rehabilitated some of the property. The manager's house has been remodeled to provide a Visitors Center and ranger station. It contains interpretive displays of the mine's history in addition to photographs of the animals and vegetation native to Hatcher Pass. The assay office, bunkhouse, and several other buildings have been repaired and re-painted to their original 1941 colors (silver/red). During the summer months, a steady stream of tourists drive to the summit to take the self-guided walking tour through the building complex. In winter, Hatcher Pass continues

to attract large numbers of cross country skiers.

The future of this historic site remains in jeopardy however. Since the downturn of Alaska's economy in the mid 1980's, the State legislature has not allocated the money necessary to maintain these structures. Because several buildings, such as the mill complex, have not yet been stabilized, they sustain increasing snow damage each year. The Visitors Center has been forced to close in the winter months because of lack of funds to pay for rangers. This is unfortunate, because a caretaker is extremely important to prevent additional snow damage and vandalism to these buildings. Unlike many historic structures which are able to generate their own income through adaptive re-use, The Independence Mine must look to other solutions. Unpredictable road access, severe weather conditions, and progressive structural deterioration are just a few of the factors which complicate preservation efforts. If the necessary funding is not soon designated for the maintenance of these buildings however, Alaska stands to lose a significant example of its mining history.

President Speaks

By Jill Macdonald

Several members of our Associated Students of Historic Preservation group got together the other night and discussed the origin, purpose, and future of the ASHP News. I would like to use this column to include you, our readers, in that discussion.

The ASHP News began at the University of Oregon in the fall of 1988. Copies were sent to all U.S. preservation programs. Its intent was to provide a communication vehicle for a nation-wide network of students in preservation. Since its inception, five newsletters have been produced. They have received praise from the National Park Service, Preservation Forum, and the National Trust Library, as well as many preservation students and professionals. However, our original purpose for the newsletter remains unfulfilled. This is our fifth newsletter and still the ASHP News is not representing a national student networking system. Instead, most of the material for the newsletter is still being generated by University of Oregon students.

For our spring issue, Volume 2, Number 3, we hope to break out of that pattern and begin featuring articles from around the country. All students on our mailing list received a postcard with this newsletter. We ask you to fill out your name, address, school, area of special interest, topics you would like to see covered, and indicate whether you'd be willing to send us a brief article, book review, etc. We will tabulate and publish lists of "special interest," and "topics requested" in the spring newsletter. We hope these postcards are a useful way to increase communication.

The future direction of ASHP News depends largely on the recruitment of interested volunteers across the nation. If students become involved in publishing the newsletter (writing articles, book reviews, thesis abstracts) than our initial purpose will have been a success. If not, the students at the University of Oregon will keep publishing the ASHP News, the focus will possibly change, but our energy and excitement will prosper.

Editor's Note

by Sohyun P. Lee & Dave Skilton

In this issue, we initiated a thesis list with three universities and it will be continued. Along with two articles, we received a letter from a professional in New York Landmark Conservancy, a book review, an opi-

nion, and a lecture review of R. Longstreth. We thank you for all the responses.

For our next issue, we are going to concentrate on two major things: One will be HP students' current projects, future thesis topics or interesting areas of their researches. As noted in President's Note, we enclosed return-postcard in this issue to all HP students on our mailing list.

After receiving the cards we will analyze and report what topics or areas of interest students mentioned.

Our other focus will be students' opinions from non-preservation majors. Mostly we have asked various groups of students in the University of Oregon about what they think or know about historic preservation. We will report their responses to you in April.

Besides these two areas, we will also publish articles so please don't forget that your contributions are more than welcome.

Opinion: Maintenance of Canadian Passenger Rail Service - A Preservation Issue

by Barry McGinn

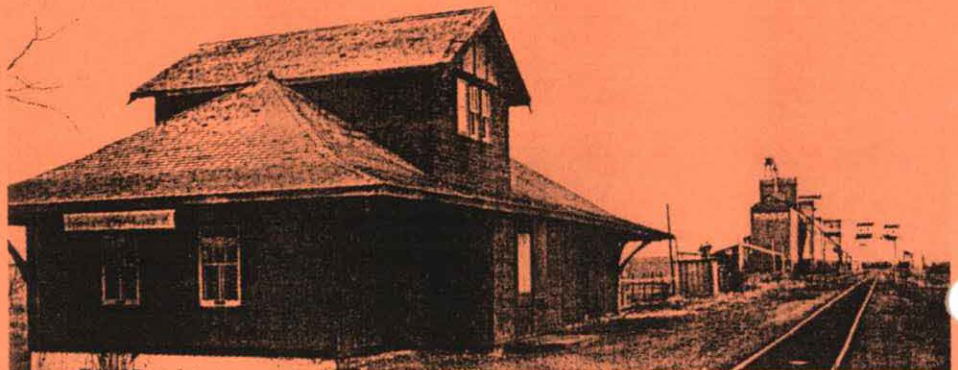
The decision of Brian Mulroney's conservative government to discontinue passenger rail service through most of the country will have serious sociological and cultural effects which have been misunderstood, ignored, or callously accepted.

Up to now there have been three means of Canadian trans-continental public transportation; the bus lines (least expensive, most unpleasant), Via Rail (more expensive, quite pleasant), and the airlines (an \$800.00 ticket price from Vancouver to Toronto is common). By eliminating passenger rail service, that choice which is still within grasp of

the lower-middle class, the governments institutionalizing the polarization of the country's haves and have-not's. The bus lines have graciously offered to expand their fleets to pick up this extra business.

Historically, railways played a central role in the settlement patterns of the Prairie and Inland Mountain Regions. In most cases across the prairies, the arrival of the railway actually preceded the establishment of the town. The railway companies built stations every six to ten miles along the mainline to facilitate grain hauling. The station provided the core of the town layout, which was a simple grid spreading out from the free side of the station. Often a railway street was established parallel to the mainline, and almost always the town's Main Street was set perpendicular to the depot. The station became the town's physical focal point as well as community gathering place. As late as the 1950's, for example, the entire town of Holdfast, Saskatchewan, would converge on the station after supper for the arrival of the train; not just to see "who's comin' in", but also to enjoy conversation with their neighbors. For a generation of Canadians which has grown up under the pervasive influence of the US entertainment industry (Gunsmoke, The Price Is Right, etc.) the physical manifestations of historic settlement patterns can provide a critical and tangible link to our cultural history; to our identity as Canadians.

What can we expect to happen to these recently obsolete railway stations? They are typically moved away from their historic settings, the railway lines, and "rehabilitated" for some commercial use. The passenger depot from Mapleton, Oregon, is now a kite shop on the Pacific coast in Lincoln City. The Springfield, Oregon, passenger depot has recently been moved several blocks to serve as a "tourist information center". Some, like one abandoned on an Eastern Oregon hillside (see picture), wind up as somebody's unrealized dream home. To isolate a specialized building type, like railway stations, away from its historic contexts is to drastically diminish the meaningful connection they have to the country's industrial and



C.P.R. Station, Meadow Lake from "Historic Architecture of Saskatchewan," Saskatchewan Association of Architects, 1986.



An Abandoned Railway Depot, Hillside, Morrow County, Oregon

cultural heritage. It is important that they be left intact in their historic setting to enable the nation's youth to understand the forces which shaped the country. To rub out the physical reminders of the past is to lose touch with the high aspirations and values set out by the authors of the Canadian Confederation in 1867. Canada's historic architectural inventory is simply too limited to lose such an important building type altogether.

The decision to abandon passenger rail service is also occurring just at the time when the pendulum of technology is swinging back in favor of rail travel. Recent advances in the field of superconductivity, being developed by NASA and the Solar Energy Research Institute (SERI), have allowed the development of magnetically levitated trains capable of speeds up to 325 mph. This technology is already being embraced by countries which have not allowed their passenger rail systems to slide into decay. Ironically, it is those countries, Japan, West Germany, etc., which have maintained their efficient public rail service, that will soon export magnetically-levitated train technology back to North America.

It is important to maintain our passenger rail service infrastructure of stations throughout the country so that it is there, in place, when this new superconductor technology is implemented. The best way to do this is to maintain and improve the present passenger rail system. Also, as the cost of finite petroleum products rise, and the damages they cause (oil spills, global warming, etc.) increase, clean, efficient mass transit systems will become more attractive. The Canadian government needs to accept its central role in coordinating this process.

No other country in the world has been more a product of the "Iron Horse" than Canada. So important was it understood to

be, that, based on the success of the Canadian rail systems, czarist Russia undertook to develop its own trans-Siberian line. The Canadian passenger rail service needs to be maintained and improved in order to provide both affordable transportation and a tangible link to Canadian cultural heritage. It is an invaluable historic symbol of Canadian unity. Brian Mulroney's government needs to reassess and take seriously its fundamental responsibilities as a government.

A Letter to ASHP News

Neil Vogel
New York Landmark Conservancy
November 14, 1989

Dear ASHP News:

I have enclosed several printed items from the New York Landmarks Conservancy and the Technical Preservation Center (TPSC). In this letter, I will describe the Conservancy's role in preserving New York landmarks and my position on the technical staff.

I will avoid a long-winded description of the Conservancy and TPSC (but I've included a boiler plate and grant application which describe the organization and program to the nth detail). The Conservancy staff consists of about 20 staff people (probably the largest non-profit city preservation organization in the country...which is logical considering the scale and heritage of New York City? The staff breaks down like this:

- Five individuals administer grant programs to historic properties; one program is strictly for religious properties statewide, the other is for low and moderate income properties in New York City.

- Four individuals work full-time on fund raising. The Conservancy is primarily supported by wealthy individuals and corporations in and around New York (we do not have a direct-mail type membership, nor tote bags, t-shirts etc.). However, we also receive support from the New York State Council on the Arts, National Endowment for the Arts, National Trust etc., along with some contracts (fee for service) with New York City and state agencies.

- Three individuals work in TPSC (we currently have an open position), which consists of a Manager and two technical assistants. The manager (and my supervisor) is Mark Weber who graduated from Boston University's preservation program. Mark has been here approximately three years, following a period with the Newport Preservation Society and an internship in Rome. I will have been here exactly one year about the time you receive this letter. A lot of variety is provided in the position; there's a nice combination of field (50%), drawing (10%), administrative (35%), and lab (5%) work. Fee Service work may soon increase which will increase the amount of lab work. We provide the technical review and assistance for the grant programs and general public. About 50% of my time is consumed by building walk-through inspections and consulting on conditions to address. I spend another 20% of my time providing phone consultation for the general public and researching restoration products. The rest breaks down into documentation, reviewing restoration specifications, and working on publications (The Restoration Directory is one of my responsibilities).

- The other eight individuals on staff are primarily work in preservation advocacy, public policy and administration.

Needless to say, I have learned a hell of a lot here. We work on a daily basis with buildings by Upjohn, LaFever, Hunt, Mckim, Mead & White etc. Nearly every historic construction material and building type in the United States seems to be condensed here in several square miles. In the technical center, we work closely with numerous restoration craftsman so we are able to observe techniques and new restoration products first hand. I'm not sure if I mean "observe" or "absorb," in coming to New York City, I feel like a dehydrated sponge tossed into the ocean. To sum up my view of preservation in the northeast...**OPPORTUNITY**. I love the northwest and I miss many of its advantages, but in terms of preservation, the opportunities are in the northeast. This is of course just an opinion, but the preservation interest and pace here seems much more feverish. I truly believe the best craftsman, conferences, workshops, products, etc. are located where the bulk of the historic building stock in America is located.

I certainly would not encourage anyone to come to New York for its "quality of life." I have a real love/hate relationship with this city but I felt it was the right time in my life and career to be here. It has been an advantage to come from the Oregon program in several ways, but its most important to attain a very practical knowledge of restoration methods, materials and products. This is what I think the Oregon program should focus on, where an individual can stand out among the rest. It seems that every program is based on architectural history and preservation philosophy. Needless to say, 90% of the individuals I cross in New York are from the Columbia program. However, from my inside understanding, they are changing their emphasis in the second year to more practical concepts/courses and less lofty academic theories.

In consideration of the program and the job market out here, concentrate on technology and materials. Aside from the fact that these are my greatest personal interests, architectural conservators seems to be in high demand here. I have found the courses to be the most helpful to me. There are of course, numerous historians here as well. The New York Landmarks Commission (New York City regulatory body) alone employs about 30+ preservationists to review work on New York City landmarks.

I hope all is going well there with the program, if anyone is coming out this way feel free to look me up.

Best Wishes,
Neal A. Vogel

P.S. I will be glad to suggest some names and addresses for the newsletter once I better understand its scope and format. I'm sure you have already thought of the federal agencies, preservation programs (October PN), state SHPO's etc. The National Trust is of course coming out with their "Landmark Yellow Pages" in February. We have a Preservation Directory for agencies around New York State which may be of help. It is available through the Preservation League of New York State (518)462-5658 for a relatively nominal fee (\$12-\$15??).

Lecture Review

by Joan Kelly

Richard Longstreth, who wrote several books including *The Buildings of Main Street: A Guide to American Commercial Architecture* (Preservation Press, 1987), from George Washington University gave a lecture on February 9 in Lawrence Hall, on the University of Oregon campus, on "*Markets in the Meadows: Los Angeles and the Impact of the Automobile on Commercial*

Development 1920 to 1950". Using Los Angeles as a case study, Professor Longstreth examined how the automobile has influenced and altered the city. For centuries it was the medieval marketplace and later Main Street that was undisputedly the focal point of a town's activity until the appearance of the automobile after World War I. It was a sudden, rapid change with an impact so great that life became irrevocably fashioned and fixated around the automobile. There was no turning back- any and all activities revolved around the character of the automobile.

Los Angeles emerged as a major city in 1920 due in part to its image as a small town where everyone lived in single-family residences, unlike Chicago or New York where tenements housed the working class. It was in this city that the American dream of an individual home and yard was realized and flourished. There was a constant effort to decentralize and move away from automobile congestion. The infatuation with the automobile, as well as the mobility it allowed, stimulated that successive spreading of development. As a result, by the late 1920s one-stop shopping became commonplace and catered to the automobile. The driver, not the pedestrian influenced site design and architecture. Whatever could be reached quickly in an automobile dominated the landscape. Drive-in markets became the commercial centers of the future and the embryo of the malls which appeared after WW II. The cityscape of today takes for granted the ubiquitous automobile, yet it continues to demand more and more of our consciousness.

Book Review

by Ross Sutherland

Scaduto, Joseph V. *What's It Worth: A Home Inspection & Appraisal Manual*. Pennsylvania: Tab Books Inc., 1989.

For many preservationists it is easier to understand a building's past or envision its future than it is to comprehend its current condition. Often the historic attributes cloud ones ability to clearly see and diagnose problems with the structure, internal systems or surface materials. The sad reality is many old houses have been heavily used, poorly maintained and contain antiquated internal systems which require an objective assessment if the structure is to be preserved. Fortunately Joseph V. Scaduto has written *What's It Worth: A Home Inspection & Appraisal Manual* which helps preservationists to really understand physical and mechanical problems found in old houses.

This book is written with the house buyer in mind and is also an invaluable resource for home owners, inspectors and preservationists. Every aspect of the house from the

ground to the roof is reviewed for problems which can develop from poor workmanship or verdue maintenance. Each chapter ends with a topical checklist which condenses the text into a simple onsite format. There is also excellent information on the quality of different building materials and predictions of their life expectancy. I was especially impressed with a questionnaire which helps gather nonphysical information known only to the current owner.

Those preservationists with a weak architectural background will appreciate information which is presented with many descriptive photographs and drawings. There is also a chapter describing inspection tools along with a glossary of terms and an index. An informative Appendix section lists additional reading materials and contains a standard inspection form. Scaduto's book has become an extremely useful addition to my personal preservation reference library and will remain a valuable resource for years to come.

Oregon Covered Bridges

by Joan Kelly

The pastoral view of an Oregon covered bridge is a common image that attracts tourists and is used to market numerous products. But what is seemingly a protected artifact is really not. These covered bridges are nominally protected under Oregon's Goal 5 and the National Register of Historic Places, neither of which insure any funding. It is money that is needed to maintain and repair these bridges, for without maintenance they rapidly deteriorate.

The romantic legacy of the covered bridges is the pioneer conquering the wilderness by using practical technology to span a waterway. Forty-nine of Oregon's covered bridges are still standing, whereas in their heyday there were 450 in the state. Many were built in the pre-automobile era and today are required to carry loads that exceed their original design specifications. As a result, a number are closed to truck and/or car traffic and some are only used by pedestrians. Once any of the bridges are bypassed for vehicular traffic, they are no longer within the county road system and therefore are no longer eligible for any highway funding. Without money for their upkeep, these historic resources fall into disrepair and their existence is threatened.

The bridges are currently receiving funds from the last legislature. This money, however, is only a temporary source of protection. To insure the preservation of one of Oregon's most treasured tourist attractions,



A View of an Oregon Covered Bridge

there must be a comprehensive state law to establish a continuing source of money.

Theses in the Historic Preservation studies

As we mentioned in our last issue, we are compiling a list of theses that have been produced in the various graduate programs of historic preservation. To accomplish that, nine graduate programs which were listed as "graduate programs in Historic Preservation" in the Preservation News, October 1989, were assigned to nine students of the historic preservation program in the University of Oregon. Each student contacted a program director by phone and letter and the following are the results.

- Theses lists of H. P. programs in Ball State University, Cornell University and University of Oregon have arrived. These are listed in this issue.
- University of Vermont responded that it has the option of a thesis or an internship. Most students opt for internships because they take less time and students receive job experience.
- Eastern Michigan University responded that their students do not do theses, but "completed projects," which are not yet kept in data base form.
- Boston University, Columbia University, University of Georgia, Georgia state University, and University of Pennsylvania have not sent us lists yet. Theses are to be published in the next issue if they arrive on time. Programs in these Universities, please respond soon.

Ball State University

(compiled by Kenneth J. Guzowski)

College of Architecture and Planning, Department of Architecture, Program in Historic Preservation, Muncie, IN 47306.

David R. Hermansen, Director: 317-285-1909

The Historic Preservation Program was founded in 1980 and is committed to preserving and improving the built environment. It is a two-year degree program with 59 semester hours required. Internship and thesis required. The thesis is meant to demonstrate the student's ability to design and carry out a research project of current significance in historic preservation. Preservation courses: Historic Preservation Design Studio, Historic Architecture + Planning + Interiors + Engineering, Preservation Technologies, History of Urban Form, Architectural Photography, Documentation of Historic Sites and Buildings, Cultural Resource Management. Enrollment twenty. Some financial aid available.

Theses

Barnhart, Cynthia C.
The Evaluation of Consumer Needs for Homeowner Maintenance.
Thesis: 1986.

Becher, Susan
The Investigation of the Financial Inability of Low Income Families for Home Maintenance.
Thesis: 1986.

Conant, Alan
The Adaptive Reuse of the Richmond Union Railroad Station in Richmond, Indiana.
Thesis: 1987.

Diebold, Paul C.
History and Architecture of the Meridian-Kesler Neighborhood
Thesis: 1986.

Hammond, Bonny
Indiana State Hospital Project.
Thesis: 1986.

Harper, Glenn A.
They Choose Land Wisely: Settlement Patterns, Agricultural Land Utilization and

Building Practices of Amish and Menonite Settlers in Southern Adams County, Indiana.
Thesis: Date?

Henning, Elizabeth Lee
Zionsville, Indiana-An Historic Preservation Plan
Thesis: 1982

Jourdan, Katherine
Demise or Survival of Historic House Museums
Thesis: 1985

Kroll, David
Adaptive Reuse Study. Wendall L. Willkie High School
Thesis: 1984

Lepola, Lenny
The Indiana State Hospital Project
Thesis: 1986

Nay, Catherine
American Wallpaper 1870-1900
Thesis: 1989

Otrakul, Weerawudht
The Adaptive Reuse of the Federal Building and Post Office in Muncie, Indiana.
Thesis:

O'Day, James Robert
George Edward Kessler and the Indianapolis Park System: a Study of it's Historical Development During the City Beautiful Era, 1895-1915.
Thesis: 1988.

Straw, Elizabeth
The History of Sears, Roebuck and Company's Precut Houses in St. Joseph County, Indiana: A Study in the Preservation of Early Twentieth Century Houses.
Thesis: 1988.

Toshach, Mary O.
Automobile Showrooms, the Development of a Building Type.
Thesis: 1985.

Wood, Scott
The Impact of Fire Codes Compliance in Historic Preservation: A Guide to Fire Code Compliance.
Thesis: 1989.

Cornell University

(compiled by Chritine Taylor)

Field of City and Regional Planning, Historic Preservation Planning Program

Michael Tomlin, Director: 255-6848

Courses in historic preservation planning have been offered at Cornell since 1962. The masters program was established in 1976 and is one of four graduate degrees offered by the

Field of City and Regional Planning. It is a two-year program which provides students with professional training through a combination of coursework, research and community service. Although a small core of fundamental preservation and American architectural history courses are required, the remaining courses are selected to suit each individual student's interests.

Theses

Alexander, William T.

Worthy of the Past Before It: The History of Urban Planning and Recommendations for Preservation--Morgantown, North Carolina. Thesis: 1985.

Barucco, Suzanna

Decorative Leaded Glass Windows in American Buildings. Thesis: 1988.

Becker, Carrie J. Conklin

Sign Design in Historic Districts. Thesis: 1981.

Bernstein, Rebecca Sample

The Influence of the Changing Nature of the Household on Domestic Architecture, 1890-1920; Case Study - Bryant Park, Ithaca, New York. Thesis: 1987.

Bernstein, Richard

Photography and Preservation in the Nineteenth Century: Two Case Studies. Thesis: 1986.

Boyce, Caroline E.

A Preservation plan for Pre-World War II Amusement Parks. Thesis: 1981.

Callcott, Stephen Law

Public and Private Planning Techniques for Rural Preservation. Thesis: 1988.

Chandler, Susan R.

Moderne Architecture in America. Thesis: 1983.

Cody, Jeffrey W.

Earthen Wall Construction in the Eastern United States. Thesis: 1985.

Creedon, Francis P.

Blue Hill Meteorological Observatory, Milton, Massachusetts: Historic Structure Report. Thesis: 1981.

Ebert, Barbara E.

The City Cemetery; Historic Ithaca, New York. Thesis: 1984.

Egleston, Elizabeth

Scott and Welch: The History of a Utah Architectural Firm, 1914-1938.

Thesis: 1988

Frish, Martha

The Feasibility of Rehabilitating the Old Gouverneur Hospital in New York City. Thesis: 1981.

Gallagher, Mary

A First Ward Neighborhood in Binghamton, New York: Preservation Planning Study. Thesis: 1982.

Glassman, Jack I.

Forging a Future for an Old Blacksmith Shop: An Adaptive Reuse Proposal. Thesis: 1982.

Goldstein, Deborah M.

Industrial Architecture in South Bend, Indiana. Thesis: 1980.

Henry, Caroline

A Proposal for a Historic Preservation Income Tax Deduction for the State of Delaware. Thesis: 1989

Herschensohn, Michael J.

Historic Architectural and Aesthetic Resources and Environmental Impact Statements: A Case Study of the Downtown Cultural District, Rochester, New York. Thesis: 1980.

Hollis, Susan Mooring

A Proposal for the Adaptive Reuse of Parrott Hall, A State Historic Site in Geneva, New York. Thesis: 1984.

Jaeger, A. Robert

The Auditorium and Akron Plans -Reflections of a Half-Century of American Protestantism. Thesis: 1984.

Jensen, Lisa Kelly

Energy Conservation Retrofitting for Historic Structures. Thesis: 1985.

Johnson, Julee

An Examination of Three Historic Preservation Organizations in Ithaca, New York. Thesis: 1985.

Johnson, Maura

From Tents to Triple-Wides: Mobile Homes and Their Place in the American Landscape. Thesis: 1985.

Kelvin, Mary Joan Simmons

Radiographic Inspection of Plank House Construction. Thesis: 1982.

Kremer, Karen Glazener

Understanding Small Town History and Character as an Aid to preservation Planning. Thesis: 1983.

Knight, Gayle Sanders

Bryant Fleming, Landscape Architect: Residential Designs 1905 to 1935. Thesis: 1987.

Langhart, Nicholas

Architecture and Town Planning in Smithtown, Long Island New York, 1665-1825. Thesis: 1984.

Levine, Jeffrey S.

A History of the United States Slate Industry, 1734-1988. Thesis: 1988.

McClive, Dana E. Mintzer

Green and Wicks, Architects: Residential Designs. Thesis: 1984.

McCullough, Robert

Preservation of Historic Views: Two Models: Historic View Districts and France's Landmark Perimeter Legislation. Thesis: 1988.

McGill, Deborah

Conversion of Pier 30, Philadelphia, to Residential and Commercial Use. Thesis: 1982.

Miller, Elizabeth L.

The Adaptive Use of the Longfellow School of Madison, Wisconsin. Thesis: 1984.

Mohney, Kirk Franklin

Nineteenth Century Hop Houses in Oneida County, New York. Thesis: 1983.

Olson, Charles

Sigh of the Star: Walter Dorwin Teague and the Texas Company, 1934-1937. Thesis: 1987.

Poll, Christine

Sympathetic Conversion of Single-Family Residences to Multi-Family Residences. Thesis: 1987.

Prideaux-Brune, Diana E.

Builder as Technical Innovator: Orlando Norcross and the Beamless Flat Slab. Thesis: 1989.

Reed, Roger G.

Architects of Standing: Pierce and Bickford, 1890-1930. Thesis: 1981.

Rupp, Laura

Downtown Washington D.C.: Feasibility of a Transfer Development Rights Scheme.
Thesis: 1987.

Tholl, Barry A.
History and Technological Developments of Housemoving in the United States During the 19th and Early 20th Century.
Thesis: 1985.

Schuchman, Joseph
Cypress Hills: To Build a Future; A Development History and Historic Preservation Analysis of a Brooklyn Neighborhood.
Thesis: 1981.

Shiffer, Rebecca A.
A Colosseum for the Movie-Minded Motorist: The Drive-In Theatre.
Thesis: 1981.

Sillin, Elizabeth H.
Heller House, Ithaca, New York: A Preservation Plan.
Thesis: 1981.

Stearns, Carl
The Adaptive Restoration of Hyde Hall, Cooperstown, New York.
Thesis: 1977.

Stroup, Catherine Anne
The Use of the Historic Preservation Provisions of the 1976 Tax Reform Act: A Case Study of Providence, Rhode Island.
Thesis: 1983.

Sullivan, Michael D.
Waste Not, Want Not: An Overview of Preservation and Affordable Housing.
Thesis: 1989.

Thurber, Henry
The Groton Iron Bridge Company and the Preservation of America's Historic Bridges.
Thesis: 1985.

Villamil-Herrans, Carlos
The Fowler Block in Canastota, New York: A Scheme For Its Use.
Thesis: 1989.

Warren, James P.
The Historic American Merchant Marine Survey.
Thesis: 1986.

Werbizky, Tania G.
Accommodating the Traveler: The Development of the Tourist Cabin Along U.S. Route 20 in New York State.
Thesis: 1977.

Wilkinson, Bonnie Jean
The Development of the Wooden Boat Building Industry on the St. Lawrence River in Jefferson County, New York.
Thesis: 1985.

Will, Margaret Thomas
Surplus Public Buildings: Strategies to Encourage Adaptive Use by the Private Sector.
Thesis: 1978.

Wilson, Patricia
The Community House, Georgetown, D.C.: Proposals for Its Re-use.
Thesis: 1983.

Witherell, Nancy
Stained Glass in 19th Century Domestic Buildings.
Thesis: 1984.

Yant, Gwen Sommers
Past, Present and Future: The History and Revitalization of American Theatres Built Between 1865 and 1919.
Thesis: 1982.

University of Oregon (compiled by Sohyun P. Lee)

University of Oregon: School of Architecture and Allied Arts, Historic Preservation Program

Michael E. Shellenbarger, Director : 503-686-3627

The Historic Preservation Program was founded in 1980. It is a two-year course of study with 69 term credits and is designed to meet the interests of students whose backgrounds are primarily in architecture, landscape architecture and architectural history. It includes training in preservation theory and law, the characteristics of historic buildings and landscapes, historic building technology, and the procedures for evaluating and recording historic sites and buildings.

Theses

Curtis, Andy
Project. Fall, 1988

Demuth, Kimberly V.
The Historic District Nomination Process: Two Case Studies in Portland, Oregon.
Thesis: September, 1982.

Donovan, Sally
A Restoration and Preservation Plan for the J.M. Moyer House, Brownsville, Oregon.
Project: June, 1987.

Fiori, Frank A.
The George C. Cooley Cottage, Brownsville, Oregon: A Historic Structure Report.
Project: June, 1983.

Flagg, Christopher C.
The Percy Geise Farm: A Study of an Historic Landscape.
Project: June, 1985.

Holtz, Paul Anderson

Adaptive Use: The Evaluation of Historic Urban Marketplaces.
December, 1983.

Kramer, George
Preserving Historic Signs in the Commercial Landscape: The Impact of Regulation.
Thesis. Fall 1989

Kraus, Kevin
Electric Incandescent Lighting in Residential Interiors: Hardware and Systems 1890-1910
Dec. 1984

Larkin, Kimberly
Analysis and Rehabilitation of the Cozine House McMinnville, Oregon.
winter 1987

McCroskey, Lauren
Research, Documentation and Restoration Guide Lines for Decorative Plasterwork at the Davenport Hotel Spokane, Washington
June 1988

Parks, Bonnie
"Aurora Blue": Paint Research in an Oregon Utopian Society ca. 1870
March 1986

Raley, Thomas Michael
Zillah, Washington: Rehabilitation Planning and Project Work in the Central Business District.
Project: May, 1983.

Sekora, Linda
Study and Preservation of the Settlement History of the W.L. Finley, N.W.R. Benton County, Oregon
Spring 1989

Tada, Suttitum
Rehabilitation of the Stan House, Monroe, Oregon
December, 1985.

Weingrod, Carmi
The Sheton-McMurphy Property: Developing a Case for an Historic/Cultural Landscape.
March, 1983.

Weiss, Harry M.
Early Concrete Construction in Oregon 1880-1915.
June, 1983.

ASHP News is the publication of THE ASSOCIATED STUDENTS OF HISTORIC PRESERVATION, PO Box 3407, Eugene, OR 97403. We actively seek articles, news, reports related to the decline of historic preservation. Submissions should be sent to Dave Skilton or Sohyun P. Lee, editors.
C ASHP

The Associated Students of
Historic Preservation (ASHP)
PO Box 3407
Eugene, Oregon 97403

You've Got
the News!



The Independence Mine, a national historic site located in Talkeetna Mountains, 62 miles north of Anchorage. From the article in this issue, "The Independence Mine: A Preservation Challenge" by Sylvia Elliott. Photo Courtesy: Univ. of Alaska, Anchorage Archives, Starkey Wilson Collection.