

AMERICAN BREWERY FOLDS †

Baltimore's American (née Wiessner's) Brewery ceased operations 30 March, leaving in question the fate of their principal building, 1887, widely viewed as one of the finest surviving examples of the peculiar style known variously as Middle-European Chalet; Teutonic Breweryesque; or Germanic Pagoda. Its owners, Allegheny Beverage Corp, faced with losses, are unable to provide any concrete preservation aid despite interest by a number of local preservation groups, and are attempting simply to dispose of the plant as profitably as possible. Preservation is further discouraged by the facts that breweries, in their specialized configuration, are illadapted to other functions, and that AB is located in a constricted residential area, well away from transportation access and the Central Business District. As important as the structure itself is the process refrigeration equipment: 3 steam-driven ammonia compressors, one of which, on the Linde system, was built in 1884 by Fred Wolf, Chicago, and probably is the oldest American refrigeration compressor extant. (The steam cylinder is by Gebrüder Sulzer, Winterthur.) It has been given to the Smithsonian.

A similar machine, all Sulzer, 1887; and a Wolf compressor with Corliss drive by Griffith & Wedge, Zanesville, OH, c1890, are available, where-is, to a non-profit org. Information: Editor.

CHARLESTOWN MILLPOND DAM LOCK WALL END EXPOSED

An element of the timber tidal dam across the estuary between the Charlestown (Mass) peninsula and E Somerville, erected c1670 to power a series of mills, was exposed during a utility excavation in what Prof Douglas P Adams of MIT (SIA) believes to be one of the important IA discoveries of the decade. Shortly after construction of the Middlesex Canal in the late 18thC, a set of reversible locks was cut through the dam's east end to permit passage of the canal boats to Boston Harbor. The locks' double gates allowed passage regardless of the relative heights of pond- or sea-water on opposite sides of the dam.

In c1878 the estuary was filled in for a Boston & Maine yard (now much diminished); Canal St, adjacent to the canal, was widened into present Rutherford Ave; and all traces of dam and locks were lost to view. The possible existence of both have intrigued historians for years, but not until excavation for a major storm drain last fall was there any certain evidence of remains. Exposed to view for a brief period was the south or saltwater end of the timber wall that ran through the dam, forming the pond-side lock wall. It was in good condition. Before reentombment its location was recorded by Prof Adams and other members of the Middlesex Canal Assn (SIAN 1:4), of which he is pres.

Those concerned hope that the site can be formally excavated, and the remains of parts of the dam, locks and associated mills permanently exposed, preserved and interpreted as part of a chain of city, state and national parks and historic sites in the area (which includes nearby Bunker Hill and the Charlestown Navy Yard). Efforts are underway to involve the controlling authorities and the new Bunker Hill Community College whose campus covers part of the site. Those interested are encouraged to contact Prof Adams: 58 Monument Ave, Charlestown, 02129, (617) 241-8580.

CORLISS CORLISS ENGINE PRESERVED



High & low pressure cylinders of the Western Museum's (Geo H) Corliss engine before dismantling. Photo by Robert W Chalue, Needham, MA

In one of the most unexpected preservation events of the decade in the small but elite community of American technological museums, the Western Museum of Mining & Industry, Colorado Springs, CO has taken title to, dismantled, and shipped home from W Groton, Mass, one of the 2 known surviving steam engines actually built at the Providence, RI, works of the legendary George H Corliss. (Corliss, in 1849, patented the governor-controlled drop-cutoff steam valve that has been compared to Watt's innovations in the achievement of engine efficiency, and which under license and after the patents expired, was employed by dozens of engine builders in NA and Europe.) The engine, a 36-ton cross-compound, is probably the largest piece of stationary machinery moved into any museum since the assembly of Ford's collections in

Room 5020

Published by the Society for Industrial Archeology National Museum of History & Technology Sm

ogy Editor: Robert M. Vogel Smithsonian Institution Was

Washington, DC 20560

the late 20s. It will operate under steam in the Museum.

The engine was donated by the Hollingsworth & Vose Paper Co., who purchased it 2nd hand in 1910 (built probably in the mid-90s). Disassembly and loading, underwritten by H&V, took 3 weeks, last December, under supervision of WMOM&I Director Virgil D Powers.

The Museum was organized 2 years ago and will open in about 2 more. A staff of 6 is restoring the already considerable collections of mining and power machinery, and completing work on the main exhibit building. The 63-acre site will contain outdoor exhibits as well.

THE RECONSTITUTION OF HOOPES, BRO. & DARLINGTON

Another preservation surprise: one of the US's most interesting anachronistic industrial firms, Hoopes, West Chester, PA, builders of wood wagon and carriage wheels since 1867, has just been purchased by Arkansas Village, which intends to move all HB&D machinery and stock to its Jonesboro plant and continue the operation. Hoopes reached its peak production of about 250,000 wheels/year in the early 20thC, and has since slowly declined. In recent years, despite a lively demand for wheels for restorations, Amish buggies and so-called novelty wheels (wheelmakers' talk for chandelier wheels), business was hampered by lack of able and willing labor. The firm was unique among the dozen or so active American wheel makers in being the only one scratch manufacturing, from logs.



Assembling wheel on Defiance No. 4 Automatic Wheel Rimming Machine, Hoopes Bro. & Darlington, 1966.

Of further special interest is the fact that most of the machines are highly specialized, single-function; with few exceptions 19thC. Several are HB&D-built, the rest commercial. The machinery, plant and production process were recorded in 1969 by the Hagley Museum, the Natl Museum of History & Technology, and John Milner, preservation architect. A film of the process is in work.

AV's interest is not purely sentimental or even essentially historical, although their operation is heavily involved in "practical" history. In 1969 they purchased the business and equipment of the Huntingburg (Indiana) wagon works, itself the absorber of a number of other small works, and moved it to Jonesboro. Production continues, successfully, about 100 carriages and wagons being turned out yearly for American markets—Texas the leader—and such foreign ones as France and Nassau. AV president Vern Barnett reports that the Hoopes machinery will temporarily be placed in the wagon factory and in limited operation by mid-April; its own building completed and in full production in 6 months.

London & Birmingham Show

A traveling exhibit of original wash working drawings and lithographs of the works progress of one of the greatest under-



takings of the Railway Era is being circulated by the Smithsonian Institution Traveling Exhibition Service. The L&B, the first rail link between the capital and the Midlands, at the time of its opening in 1838 was compared to the pyramids in magnitude. Many of the drawings—principally of bridges—are signed by Robert Stephenson, chief engineer. They recently were purchased at auction by the London engineering firm Ove Arup & Partners who have loaned them for the tour. The lithographs, from the Smithsonian's collections, are by John C Bourne, himself a civil engineer, done on commission for the railway company as a permanent graphic record. Information on institutional bookings: SITES, Washington DC 20560.

MUSEUMS

The preservation of industrial structures and large objects by museums is a desirable and fairly common form of adaptive use. Outdoor museums with both indigenous and moved structures (and models & replicas), and IA that is preserved in situ in a museum-like situation, is of interest, and will be noted from time to time in the SIAN.

THE HAGLEY MUSEUM, Greenville, near Wilmington, Delaware. One of the few pure industrial museums in the US, devoted chiefly to the history of powder-making by du Pont. In a former cotton mill (c1815) are exhibits on industry in general and along the Brandywine, and on the development of waterpower. Along the Brandywine itself are a variety of buildings remaining from the active period of powder making, in various stages of restoration. The most interesting of these are the series of small stone sheds where the powder was ground and mixed by large iron edge-runner rollers, waterwheel powered. There is much more. Altogether one of America's best treated and interpreted industrial survivals. Good illus account by John Cornforth in *Country Life*, 2 & 9 Nov 1972, pp 1110-12 & 1214 & 16. (A perfect 1-day jaunt with the Chesapeake City Pumping Station, SIAN 1:5).

THE ROSSLAND (BC) HISTORICAL & MUSEUM SO-CIETY includes a mine tunnel, a collection of mining artifacts, and a quantity of related machinery including a large ropedrive air compressor.

THE WELLAND CANAL EXHIBIT of the St Catherines (Ont) Historical Museum contains, among other displays, a 16-foot operating model of one of the original locks (1829). THE PUMP HOUSE STEAM MUSEUM, Kingston, Ont, of



special note, described in detail in SIAN 1:6, will be visited on the SIA Rideau Canal Tour, 22-23 Sept 1973. (Preliminary details in SIAN 2:4).

THE WORK OF IA

Industrial Archeology at Williams College

At the instigation and under the direction of SIA Pres Ted Sande, who teaches advanced architectural design and architectural history, two IA projects were undertaken in January as part of the College's Winter Study Program:

Independent Study of a Privately Owned Gas Industry. Under an independent study option, Raymond Lee documented the entire sequence of operations—from extracting the natural gas to pipeline distribution—of the T W Phillips Co in western Penna. His report consists of 100 serialized photographs with explanatory captions. Although still an active industry, Lee found a number of machines of IA interest, among them the drilling rig illustrated. It is, in Lee's words:

"A model 36-L Bucyrus Erie 'spudder' (or portable reciprocating drilling machine) in place at the #1 William W Hopkins well in rural East Mahoning Townshipin northern Indiana Co. This small drilling rig operates on a piledriver principle, a large walking beam raises and lowers a cable run over a pulley at the top



of a mast or derrick ... On the other end of the cable is a heavy steel drill bit. ... [with] Its bottom edge ... doublebeveled, much like a cold chisel. When enough cable has been let out to reach operating depth, the spool is locked tightly enough to prevent excessive slipping yet still allow lengthening of the string of tools as the hole deepens. Then a reciprocating action of the cable and drill bit literally smashes its way through the rock formations. Periodically, the bit may have to be drawn out of the hole and ... debris or water (which effectively dampens the drilling action) dredged up to the surface."

SIA-Sponsored IA Workshop. In a group project supported by the SIA, Williams and the Historic American Buildings Survey, 10 undergraduates recorded the Williamstown, Mass. railroad station. Built 1898-99, it stands on the site of earlier RR structures dating from 1859. The Boston & Maine sold it in 1959 to a trucking firm who use it for offices and storage. Throughout its lifetime, the building has been relatively well maintained.



The students were divided into 2 teams: field recording and historical research. The first, of 6 members, measured the building, prepared finished drawings and photographed the structure. The second, of four students, gathered information on the station's history and photographed important documents. Their research carried them from local libraries and newspaper archives to the Baker Library at Harvard and included interviews with elderly residents of the town who knew it when active. They even had the good fortune of talking with the last station master, who had served from 1909 until its sale. The result is 7 sheets of ink-line drawings; 7 photographs of the building; 5 photo copies of old views and maps including one photo of the earlier 1859 station; and a written report, all done in conformance with HABS format for eventual deposit in their archives at the Library of Congress.

The most encouraging outcome of the workshop is the realization that, with proper guidance, relatively inexperienced enthusiasts can be taught the rudiments of accurate surveying and drawing in a very short time. Liberal arts students, none had had any previous professional training in architecture, and only 1 or 2 had taken high school mechanical drawing. A similar program may be offered next year, but the site chosen will probably be in a more congenial climate. This year's field team found itself on several days measuring out-of-doors in high winds and 0-degree (F) weather. Fortunately, the site was clear of snow during the survey. *TAS*

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The Bridges of Winneshiek County. Another example of the feasibility of IA site & structure recording by essentially untrained students is provided by a 3-week survey of the "Historic" bridges in this Iowa county conducted in January 1971 by 5 Luther College students under the direction of James C Hippen (former curator of the Merrimack Valley Textile Museum) of the college's Dept of History. About 30 iron highway spans, mostly 19thC, were noted, dated, sketched and described. Luther offers regular courses in the history of technology and museum methods, taught by Hippen.

HAER SUMMER ACTIVITIES

The Historic American Engineering Record, Natl Park Service, will conduct state-wide recording surveys in Indiana and West Virginia; area surveys in Paterson, NJ, Savannah, GA and Charleston, SC; state inventories in Ohio and Illinois; and the American Stationary Steam Engine Inventory throughout the US. (SIAN 2:1) Indiana and WV will witness the second coming of HAER survey teams: last summer the IA of the early auto industry in north-central Indiana and of the B&O RR and other industries in northern WV were examined; HAER this summer will concentrate on sites in the southern parts of the states.

The Paterson team will record the remains of buildings and canals built by the Society for Establishing Useful Manufactures (SIAN 1:5). The Central of Georgia RR terminal structures in Savannah and the recently threatened South Carolina RR structures in Charleston will be documented.

Ohio and Illinois represent phase I of the HAER's comprehensive plan to locate all sites and structures of potential IA interest prior to in-depth, Phase II recording. The New England Inventory, begun last year, will be completed 1 June, but a NE survey has been deferred for lack of local support. Plans are underway to interest the City of Philadelphia in recording its rich IA. Individuals and organizations interested in supporting or cooperating on any of the above projects are urged to contact the HAER, Nat Park Service, Dept of the Interior, Wash DC 20240.

T Allan Comp (SIA), PhD candidate, U of Delaware/Eleutherian Mills-Hagley Foundation's History of American Technology program, has joined the HAER staff as Historian, temporarily stationed in Boston. *Eric N DeLony*, *HAER*

SITES & STRUCTURES

Gloom & Doom Dept

Reading Terminal's great train shed, Philadelphia (SIAN 1:5), recently put on the Natl Register, is literally being undermined by one of its own kin: a vast subway project known as the Center City Commuter Rail Connection that will extend E from the Penn-Central Suburban Station to 9th St, with a large station directly under the Terminal. To avoid underpinning the train shed, down it will come. Work has started; hope for preservation appears nil. *Field Curry*. New Brunswick, NJ Waterfront Threatened. The remaining factories and other buildings of the once heavily industrial Raritan River waterfront are scheduled for total obliteration by this summer, and the E end of the Delaware & Raritan Canal there by June 1974, for an extension of NJ Route 18. The area was of considerable importance in New Brunswick's development and beyond, with firms ranging from the U S Rubber Works to the Waldron Co which made stump pullers, once widely used by farmers in land clearing. Recording of all types is badly needed. NYU student Clifford Wolfe (SIA), interested in this, solicits cooperation: 237 S 3rd Ave, 2nd fl, Highland Park, NJ 08904. CW.

Sunshine & Light Dept

The Duquesne Heights Incline, Pittsburgh, 1877, one of 2 surviving of the formerly 17 passenger inclines there, which during the past decade through the heroic efforts of the Society for the Preservation of the Duquesne Heights Incline has been rescued from demolition, restored, and placed on a technically & fiscally sound operating basis, has for the 3rd time in 10 years weathered a chronically looming threat. The Society, unfortunately, owns neither the ground under nor the air-rights over, nor the property adjacent to its Upper Station. Much of this space has from time to time been proposed (by a local developer) as the site of a mammoth 20-story condominium. The project, which not only would visually degrade the site and establish a harmful precedent for concentrated development on the brow of the Heights-one of the city's most valued amenities-but seriously jeopardize the Incline's safety and operations, was again put forth last fall and approved by the local planning commission. Final approval, mercifully, was denied by the City Council on 14 Feb-7 to 1-forestalling it for the moment. The Society is under no illusions that the last word has been written however, and hopes during the lull either to obtain the sensitive land and rights; promote permanent congenial zoning; or achieve protection through a scenic easement. Information: SFTP-OTDHI, 1220 Grandview Ave, 15211.



High Bridge from the Bronx. The five original river arches were replaced by the steel arch span in 1937. The watertower dates from the Croton Aqueduct's enlargement, 1885-91.

High Bridge. One of the nation's greatest engineering relics, the monumental High Bridge (1839-42) designed by John B. Jervis to carry the Croton Aqueduct across the valley of the Harlem River between the Bronx and 174th St, Manhattan, NYC, has been declared **a Natl Historic Landmark.** Thus eligible for a variety of federal and city funding, rehabilitation of the structure has been undertaken by the city's Grand Concourse Neighborhood Action Program which hopes, resources permitting, to properly fence and light the pedestrian walkway (now closed), repoint where needed, and paint the steel arch span, all in the name not only of producing a functional monument, but of enhancing the entire area. An ambitious but supremely deserving project, which we hope will succeed. GCNAP, 2169 Grand Concourse, Bronx, NY 10453.

Huntsville, Alabama Station. One of the South's few surviving pre-Civil War stations has been obtained by the city from the Southern Ry, placed on the Natl Register, and scheduled for restoration as nearly as possible to its appearance when built in 1860 and conversion into a transportation museum. Erected by the Memphis & Charleston, the brick structure also housed their Eastern Divn HQ and so was executed with considerably above-average lavishness. Much of this, apparently, was removed during a 1912 modernization, but is to be replaced. *Harvie P Jones, Jones & Herrin, Achts.*

Irish Teaspoons. The handsome brownstone factory buildings of the former **Ames Shovel & Tool Co**, North Easton, MA, whose simplicity and directness of line *Christian Science Monitor* believes "compares with the best of Bullfinch," have been purchased by Brockton developers Arnold B Tofias Co who plan their restoration and upgrading for use as a "modern multi-tenant industrial-commercial complex," in another example of this happy trend. Ames shovels achieved legendary status as the implements with which were built, among other great works, the Erie Canal and the Union Pacific RR (in which the Ameses held significant stock), and thus America. North Easton itself is a town of architectural note: the Ames family being strong patrons of H. H. Richardson, it is the site of a number of his finest small works, including a superb stone RR station.

NOTES & ENQUIRIES

Happenings

Conference: Early Development of Anthracite Coal in Pennsylvania. At Eleutherian Mills Historical Library, 11 May. Eminent speakers on a variety of good topics. Information: R. L. Ehrlich, EMHL, Greenville, Wilmington, DE 19807.

Conference: America's Wooden Age. Sleepy Hollow Restorations & Inst of Early American History & Culture, Tarrytown, NY, 27-28 April (NB: 28th is 1st day of SIA Conference). Papers on wood in construction, power, etc. Forms: AWA, SHR, PO Box 245, Tarrytown, NY 10591.

Convention: Tracklesses. The First Annual (?) [their "?"] of the North American Trackless Trolley Assn (SIAN 1:4), 26-27 May, Toronto (billed as vibrant and having NA's most outstanding transit system). Flyer: 447 Roehampton Ave, Toronto, Ontario M4P 1S3.

Springtime Steam Spectacular: Hoboken - Binghamton, 26 & 27 May. 410 mile round trip behind ex-Reading Co Northern-type (4-8-4) No 2102. Down via Erie's Delaware Divn (crossing Moodna & Starrucca Viaducts); Up via DL&W (crossing Martins Creek & Tunkhannock Viaducts on Lackawanna Cutoff). Flyer: High Iron Co, Box 200, Lebanon, NJ 08833. (201) 236-2200.

D & H Sesquicentennial. Heralded as NA's oldest continuously-operating transportation company, the Delaware & Hudson, 150 years old, is sponsoring a Display Train in its territory, drawn by a pair of period PA-1 Diesels, c1948, featuring the 1923 replica of the famed *Stourbridge Lion*, 1st locomotive to turn a wheel in the New World, 1829. Schedule: D&H Ry, Albany, NY 12207.

Lecture: Lowell: A Subject for a College Course. Patrick M Malone (SIA), Dept of American Civ, Brown Univ, to the Lowell (Mass) Historical Society, 12 April, 8:00 PM, 79 High St.

Lecture: Architectural Graphics: WWI to 1955. Chester H Liebs (SIA Bd), Vermont Divn of Historic Sites, at The Cooper Union, Astor Place, NYC, 8:15 PM 9 April, sponsored by the Dept of Graphic Design (the people who brought you last year's Annual Conference Poster).

National Historic Preservation Week, 6-12 May, has been announced by the Natl Trust for Historic Preservation. Kits outlining a variety of community preservation activities available: Public Affairs, NTHP, 748 Jackson Pl NW, Wash, DC 20006.

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At the Council for Northeast Historical Archaeology's Spring Symposium: The Archaeology of Metals in Early America (SIAN 1:6), Edward S Rutsch (SIA Bd) will present a paper: Plantations Iron & Agrarian in New Jersey: A Comparison.

The Catoctin Furnace Historical Society has been formed to promote and implement the preservation and restoration of the furnace (Natl Register), Frederick Co, MD, on the historic Washington-Gettysburg route. The restoration will be carried out to the fullest extent possible—at least the stack house and a museum—by the Bicentennial year. Memberships are welcomed: G Eugene Anderson, Pres, Thurmont, MD 21788. \$3/year regular; \$5 family; \$100 life. (See SIAN 1:3)

The Page Co (VA) Heritage Assn plans to restore **Catherine Furnace** (1836) nr Luray, whose remains include the stack, a 1500 lb trip hammer, and traces of the water wheel & pit. They seek data on appropriate bellows &c. Route 3, Luray, VA 22835.

David J Jeremy, Curator of the Merrimack Valley Textile Museum (N Andover, MA) since July 1970, has resigned to return to teaching in England. During his tenure he oversaw assembly of the Museum's collection of historic textile machinery—largest in the world—in a huge new referencecollection warehouse, and prepared a major revision of the permanent exhibits.

Canals: A 2-page Status Report on VA's Old Canals & Navigations, by William E Trout III (SIA) is available: the Editor.

Enquiry: **Cast-iron-cistern roofs.** Hermann-Grima Historic House, 820 St Louis St, New Orleans, LA 70112, seeks information on the type of roof appropriate for a cast-iron, aboveground cistern, 1831, that they have replicated.



Corrections we love to make. Responding to the notice of th.. **Libby Woolen Mill's burning** (2:1), in which its total destruction was reported and Lewiston's textillian declination alluded to, William F. Sullivan (SIA), Pres of the Northern Textile Assn advises: that Libby is back in operation; that Bates mills still employs 1,100; that 4 other Lewiston textile firms are listed in the *Textile Blue Book;* and that in the past year textile employment in New England has *increased* from 74,000 to 76,000.

SIA AFFAIRS

By the time you read this the 7 April Walking Tour of Paterson, NJ, sponsored jointly by the SIA and the Great Falls Development Corp, for which we hope & trust you received timely notice, and a report of which will surely appear in the May SIAN, will have occurred.

The SIA has been noted by Ada Louise Huxtable in one of her traditionally perceptive articles, on the generally unappreciated contributions of the industrial architect and planner, both the anonymous and the recognized: *Architecture: Washington Never Slept Here. NY Times*, Sunday 25 March, pages 24-25.

PUBLICATIONS OF INTEREST

Brian J Cudahy, *Change at Park Street Under*. Brattleboro, VT 05301: Stephen Greene Press, 1973. Story of Boston's subways (1st in US). Incl system maps. \$4.95.

W K V Gale, The Iron & Steel Industry: A Dictionary of Terms. David & Charles, 1971. 238 pp. c\$7. Useful compilation of terms—many obsolete—mainly GB but most apply to US too. Carter Goodrich, Canals & American Economic Development. Port Washington, NY: Kennikat Press, 1972 [1st edn 1961]. 303 pp, illus. \$14.50.

Louis F Gorr, "The Foxall-Columbia Foundry: An Early Defense Contractor in Georgetown." In *Records of the Columbia Historical Society* (Wash, DC), vol 71-72 (1973), pp 34-59.

Gilbert Gude (US Rep, MD), "Bridges, America's Cathedrals." In *Maryland*, Spring 1973, pp 9-13. Good pictorial survey of old and new spans in the Free State.

Melvin Kranzberg & Wm H Davenport (eds), *Technology & Culture, an Anthology.* Schocken Books, 200 Madison Ave, NY 10016. \$8.50. Major articles from the journal of the same name.

Waldo Nielsen, Right-of-Way-a Guide to Abandoned Railroads in the US. Right-of-Way, Box 243, Bend, OR 97701. 124 pp, paper. \$4.95 pp. Full-page map of each state showing RRs abandoned, with list giving mileage and approx period of abandonment. (total: 21,148 miles lost since 1945) "For joggers, hikers, collectors of insulators (!), and pokers around old stations, tunnels, etc."

Robin M Reeve, *The Industrial Revolution*, 1750-1850. Univ of London Press, 1971. 271 pp, illus. US: Rowman & Littlefield, Totowa, NJ \$3.25 paper.

Historic Preservation Through Land Use Legislation. Vermont Divn of Historic Sites, Pavilion Bldg, Montpelier, VT 05602. 24 pp. Land Use Planning, by providing for future growth and development which is compatible with vital environmental features, holds tremendous potential for conserving historic (including IA) resources. The publication is based on Vermont's pioneer legislation for land use and development control. A concise outline for active preservation, in addition to sample land use legislation and inventory maps.

John N Hoffman, Girard Estate Coal Lands in Pennsylvania 1801-1884. Smithsonian Instn Press, 1972. (Studies in Hist & Tech, No 15, from Supt of Documents, US Govt Printing Office, Wash, DC 20402). 86 pp, paper. \$1.25. Good survey of the anthracite industry, based on the surprisingly interesting information contained in leases. 14 pp illus appendix on associated RRs & inclined planes: Danville & Pottsville; Mahanoy & Broad Mountain; Lehigh Valley; Moncure Robinson's RR Pottsville to Sunbury; tr of Chevalier's 1841 report. Index.

W David Lewis, "The Early History of the Lackawanna Iron & Coal Company." In *The Pennsylvania Magazine of History & Biography*, vol 96 no 4, Oct 1972, pp 424-68.

Harley J McKee (SIA), "Original Bridges on the National Road in Eastern Ohio." In *Ohio History*, Spring 1972, pp 131-44. Interesting illus account of the 13 surviving stone bridges on the first interstate. (Originally presented at the SIA 1972 Annual Conference)

Myron B Sharp & William H Thomas, A Guide to the Old Stone Blast Furnaces in Western Pennsylvania. Historical Soc of Western Penna, 4338 Bigelow Blvd, Pittsburgh 15213. 1966; reprint 1972. \$3. pp. 90 pp, paper. Location map, bibl, index, photos. An excellent resource. Nearly 200 (!) furnaces listed and briefly described with precise finding data, including the Breakneck, Catfish, Quaking Asp, Soapfat and Wampum, east to Cameron, Clearfield, Blair and Bedford Counties.

REVIEWS

Richard Bébout (Ed). The Open Gate. Toronto: Peter Martin & Assoc Ltd. 1973. c\$12.95.

This work must surely be required reading for all preservationists (one hesitates, after recent controversy to say industrial archeologists) and particularly those having an interest in the concept of adaptive use. The book is a tribute in words and photographs to Toronto's Union Station, the last on the NA Continent to be built in the grand manner and in many respects possibly the finest of them all. Its principal feature is the prosaically-named "Ticket Lobby", whose Guastavino [tile] ceiling soaring 88 ft above the Tennessee marble floor has been referred to as the "greatest room in Canada".

Unfortunately this masterpiece occupies a large part of some very valuable railway-owned real estate in the downtown area. Advancing transportation technology and declining passenger traffic have rendered obsolete the acres of storage track and ancillary facilities which surround the station, and demolition has been proposed to make way for a massive complex known as "Metro Centre". A considerable number of influential Torontonians oppose this project, and a Union Station Committee has been formed to try to forestall, or at least modify this proposed act of corporate vandalism.

The book is essentially an attempt to enlist the sympathy and support of a wider audience by drawing attention to the human and aesthetic values of the structure, and to promulgate the alternative plans proposed by the USC for the incorporation of at least the "Great Hall" as part of Metro Centre. The chapters have been written by several authors, each of whom considers the station from a different point of view. From the IA viewpoint the contribution by Prof Douglas Richardson of Toronto Univ is particularly noteworthy for its scholarly approach and copious references. The entire work has been crisply edited by Bébout and is illustrated with a particularly good selection of photographs. The quality of printing is high and this reviewer detected only two spelling errors, which given the generally accepted standard of proofreading today, can be considered average; and only one minor historical error. The cost of publishing in Canada is high, a subject on which Canadians are apt to agonize at length. This book is no exception which will undoubtedly deprive it of the wide circulation it deserves. However, in view of the fact that all profits are to be turned over to the USC to keep the issue before the public, purchasers will at least have the satisfaction of having contributed to a worthy cause, as well as making a handsome and useful addition to their library shelves. R John Corby, National Museum of Science & Technology, Ottawa.

C P Yoder, *Delaware Canal Journal*. Bethlehem, PA: (initial publ of) Canal Press. 1972. 287 pp, bibl, index. \$7.95.

Several years ago the *Washington Star* in a review of a book on English canals, deplored the lack of similar books on American canals. In the last few years, however, things have changed and today there is a rapidly expanding knowledge of American canals appearing in print. The *Delaware Canal Journal* is a significant contribution to this knowledge. The *Journal* is really a definitive history of the Delaware Division of the Pennsylvania Canal, which was built along the Delaware from Bristol to Easton, PA. Started in 1827, it opened for navigation in 1832. At Easton it connected with the Lehigh Canal extending to the vicinity of Mauch Chunk (now Jim Thorpe), PA. The Delaware Canal was operated longer than any other 19thC American canal; until 1931. Since its abandonment as a commercial waterway it has been rebuilt and included in a parkway.

The Journal covers the history of the construction of the canal, engineering features, maintenance, and life and times on the canal. The chapter on the coal trade consists of a series of short, interesting essays which give a good insight into the business that sustained most canals in the eastern US. In addition to the Delaware Canal, brief histories of several other Delaware Valley canals are included: the Lehigh and the Morris, to name a few. Appendices cover the canal's statistical aspects.

A detailed guide to the canal covering engineering and historical features is outstanding. The use of old detailed maps in this section adds much to the understanding of the features. For those unfamiliar with the canal, this chapter will serve as an excellent guide in the field and as a source for obtaining a geographical perspective of the canal. Supplementing the guide are over 100 illustrations, mostly historic.

There is, unfortunately, little or no information on those who built and operated the canal, on specifications and methods of construction, or on the financial and political actions involved. These matters, however, would concern mainly the specialist and their absence detracts very little from the overall interesting account.

William E Davies, U S Geological Survey, Washington

TO THE EDITOR:

make what I feel is an unwarranted assumption. Many seem to believe that those who practice aspects of IA are archeologists! From our membership roles and personal contact in the field, it is clear this is not the case. I, for example, am a historian with special interests in architectural history, industrial development and their cultural (both social and material) implications. The tools I use are historical documentation, (history) field survey (IA), and analysis of physical and contextual evidence (architectural history and archeology). I do not consider my limited training in archeological technique to qualify me as an archeologist per se. I might add that I am simultaneously preservationist, familiar with the specialized techniques and philosophies of that activity (not a profession). Incidentally, I know several active preservationists who are also professional archeologists. Indeed, there is [meant to be. Ed] at least one archeologist on each state review board for the National Register program created under the Preservation Act of 1966.

The debate over what IA is and what it should be, should not be clouded by distinctions between elements which are not mutually exclusive. Qualification for SIA membership and criteria for publication in the SIAN are entirely separate, institutional questions. As a medium of exchange the Newsletter is not a journal of the intellectual products of IA research, but a product of the varied interests of the membership of an organization for IA (in all its many forms).

Development of excellence in IA, on both an individual and organizational level, will depend upon the rigorous criticism of work between several fields based upon conflicting conceptual frameworks and using distinctly different tools and techniques. It is possible to close the membership to all but academically trained archeologists working in industrially related sites. The only result I can foresee, however, would be to diminish membership to a few dozen and eliminate most of the members who are "professional" industrial archeologists pursuing field survey and recording. On the other hand, if one were to eliminate all but those who pursue the latter activity, many anthropologists and archeological members of SIA might be rejected for not practicing this traditional tool of IA.

At least one proposal for acceptance to membership was presented to the meeting which led to the formation of the Society [Oct 1971] (ie credentials of publication in the area of IA). However, this proposal engendered almost no support since it was felt that without outlets for such publication, the lack of common agreement over the definition of IA, and the need to encourage greater IA activities, a limited "professional" membership would be counterproductive to the larger aims of the Society. Certainly the alternative is an open membership made up of those who place a primary interest in identification and recording of many industrial sites and those whose efforts are site-specific (whether they are archeologists, preservationists or both).

Richard M Candee, Researcher in Architecture Old Sturbridge Village

TO THE EDITOR:

In the Jan Newsletter ("Preservation Dilemma") Vance Packard requested comments regarding the restoration of a blowing engine. After some cursory analysis I came to the conclusion that Mr Packard has 3 serious problems, not only one: 1. How to preserve this engine; 2. How to restore it; 3. How to exhibit it.

If the resources for the complete restoration are not sufficient, I would recommend solving these problems one at a time and concentrating on Problem No. 1: the preservation of the engine.

A very respectable solution would be to mothball the engine until it can be restored. A neat brick or concrete-block cocoon could protect it from the weather and vandalism for a long time. The mothballing of ruins is widely practiced by archeologists all over the world. If funds for restoration are not available, they simply cover the ruins with plastic sheets and backfill the site.

I know that such an action would make impossible the completely satisfactory solution of this dilemma for a long time. However, Mr Packard may find some consolation in the hope that sooner or later funds for industrial restoration will become more abundant than at the present time. The small amount of money spent on the protective cover will buy a million dollars worth of appreciation from our successors when they uncover this engine in a restorable condition.

I would like to close my letter with a very serious comment. We industrial archeologists quite frequently abandon a monument if the chances for restoration and exhibition seem to be hopeless. Please, consider these monuments our undeveloped estates. It is our duty to conserve them for the future generations of industrial archeologists.

Paul Stumes, Secretary

Canadian Engineering Heritage Record

Sturbridge, MA

I do not believe this *Newsletter* should carry on one of those useless, academic journal debates which are merely ego trips for the various authors. It seems clear to me, however, that in adopting the English usage of "Industrial Archaeology" (and adapting it by an American spelling) this organization has led some members to