

SOCIETY FOR INDUSTRIAL ARCHEOLOGY

NEWSLETTER

Volume Seven Number 3

May 1978

STEAM PUMP DISINTERRED BY HYDRAULICKING

Its original purpose failed, but the adventurous scheme of one Klondiker—who hoped to sell water pumped from his location on Hunker Creek into the surrounding hills to miners sluicing their claims—is now paying off in other ways. From 1900 onwards, Yukon gold-mining operations increasingly were mechanized, and sluicing and panning by individuals declined. Hence Alex McDonald's steam pumping plant worked only briefly before abandonment in the face of commercial failure. Surviving, however, was the heart of the works: a huge Riedler pumping engine and its pair of boilers, built in 1903 by the Fraser & Chalmers works of Allis Chalmers in Chicago. The outfit was brought into the Yukon by sternwheeler and horse wagon. Over the years the equipment gradually subsided into the permafrost ground, and was covered by the tailings of on-going, more successful gold-dredging operations.

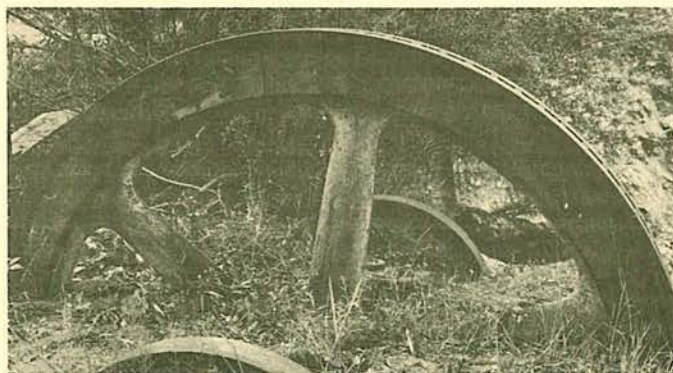
A few years ago new owners of the pump-works site offered the barely visible relics to Parks Canada. When, in 1975, Parks acquired the Bear Creek Mining Complex near Dawson, they decided to take up that offer. The machinery would be rescued and removed to the planned mining interpretation centre at Bear Creek.

A five-person crew began work that summer, shovelling and sluicing away up to eight feet of rocks, gravel, and frozen earth to expose the 13-ft.-high pump and 18-ft.-long, 12-ft.-diameter boilers. Enlisting expertise from Parks' marine engineering

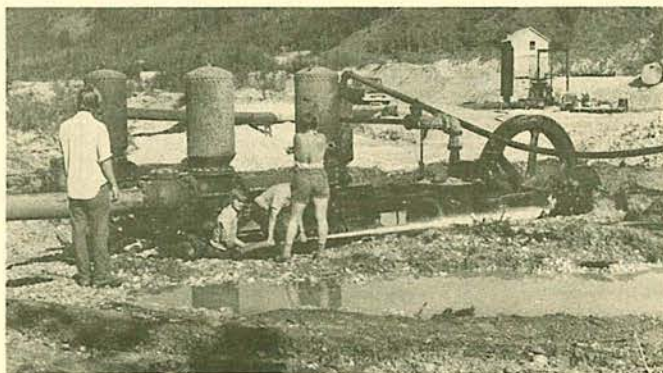
division, and the muscle of two "cats", three dump trucks, and two front-end loaders, the crew dismantled and retrieved the pump and rolled out the boilers in a series of complex, dramatic maneuvers. [The full story is detailed in *Conservation Canada*, 1976, avail. from Supply & Services Canada, Publish. Center, 270 Albert St., Ottawa, Ont. K1A 0S9.] D.N.

This is one of only two Riedler pumps known to survive in N. America. The other is a smaller machine of 1901 in the collections of the Natl. Museum of History & Technology, Washington, driven by a Pelton wheel. The Riedler pump was invented in 1884 by Alois Riedler (1850-1936) of the Technischen Hochschule, Berlin. Its principal feature was extremely high-speed operation, made possible by having both suction and discharge valves (poppet) opened and closed positively by eccentrics on the crank shaft rather than by pressure differences in the pumped liquid as in conventional reciprocating pumps. Riedler pumps were thus much smaller for a given capacity, bringing them into worldwide use in mining, municipal water supply, sewerage, and a variety of other services, driven by every type of prime mover. Fraser & Chalmers and their successor Allis-Chalmers (formed in 1901) were Riedler's American licensees.

Additionally, two very large Riedler steam pumping engines survive (out of service) in municipal pumping stations in Boston and Chicago, the former safe, the latter doomed.



BEFORE & HALF-WAY DOWN. McDonald's great Riedler steam pumping engine undergoing exhumation by hydraulic sluicing. Left: all that showed of the flywheel and cranks after 70 years of slow interment. Right: about half of the



accumulated overburden removed. Behind the latter-day hydraulicickers are the two pump cylinders surmounted by their air (cushion) chambers; to the right the steam cylinders. Parks Canada photographs.

THE ANNUAL CONFERENCE 1979

is to be, as y'all'll recall, in ...

COLUMBUS, GEORGIA

a textile city of surpassing interest to the industrial archeologist ... on 28-29 April (i.e., the *old* scheme of last weekend in April) ... with a good possibility of "process" tours on Friday the 27th as well. Mark the date *now*. And ...

THE 1978 FALL FIELD TRIP

as you will have observed from the announcement you should have received, is to be in **RHODE ISLAND**, cradle of the American Industrial Revolution ...

29th - 30th September.

Information: Laurence Gross, MVTM, 800 Massachusetts Ave., North Andover, MA 01845. (617) 686-0191.

THREE ADIRONDACK SAWMILLS

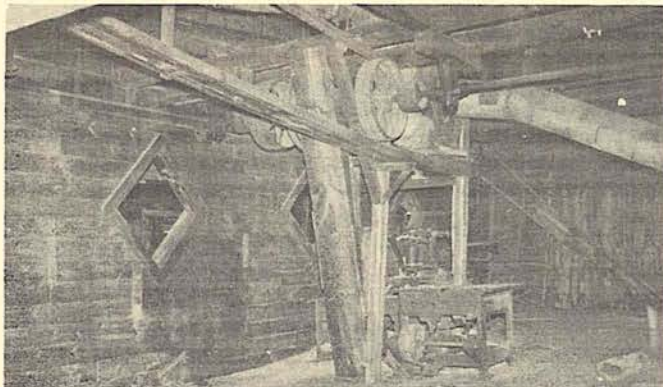
The Emerson Sawmill in Warrensburg, N.Y., entered in the Natl. Register as part of the Warrensburg Mills Historic District in 1975, was purchased by the Warrensburg Historical Soc. last fall partly with funds provided by the NR grant-in-aid program. The information included below is based on research done for a historic-structure report on the sawmill.

The A.C. Emerson Sawmill [WARRENSBURG 982159] [SIAN Jan 75:5] is an early waterpowered mill built in this eastern Adirondack town on the south bank of the Schroon River, one of the major tributaries of the upper Hudson. It also is probably the last such mill surviving from a period when the Adirondacks led the country in lumber production.

Believed to have been built about 1820, the mill is framed with hand-hewn and vertically-sawn timbers, braced from the vibration of the reciprocating saws by substantial diagonal timbers. Windows framed between these diagonals take a diamond shape evidently characteristic of large sawmill construction, though few examples are known to exist today.

White pine, and later hemlock and spruce, were the principal Adirondack woods harvested. The 13-ft. logs were cut in Essex and northern Warren counties, and each spring driven down the Schroon and Hudson, a practice believed to have originated on the Schroon in 1813. Those logs not stopped at Warrensburg were driven on to Glens Falls, the center for Adirondack lumber production. Before the coming of the railroad in the 1870s, the lumber from the mills at Warrensburg was shipped overland to Glens Falls and then by canal to the great lumber district at Albany. Direct access to markets made possible by the Adirondack RR allowed the Emerson mill to expand and in the 1880s, with 4 sash-gates and 70 saws, the mill had an annual production of 3-million board feet. With the reduction of the timber harvests at the end of the century, the gang saws became unnecessary, and were replaced by a single Lane Mfg. Co. circular saw, but the mill continued in operation until Sept. 1968. The saw was driven by one of three Chase vertical turbines, the others running the lath and shingle shop and a small battery of late-19thC woodworking equipment, some of which survives.

The mill stands on piers which have been severely weakened or collapsed by the Schroon's yearly freshets and ice flows.



ADIRONDACK SAWMILLS. Above: One of the surviving machines in Emerson's Sawmill. The diamond windows result from the extensive diagonal knee-bracing in the frame. Below: the steel wheel of Kilmer's Mill. Peter H. Stott photographs.



Stabilization of the building, under the direction of the Preservation/Design Group of Albany, is planned for this spring, but already, an early addition to the building—the lath and shingle mill—has collapsed and threatens to pull the rest of the mill down with it.

The Cameron Sawmill, also water powered, is located a few miles away in Athol (WARRENSBURG 931140). There has been a sawmill on this site since at least 1850, but the present mill dates to 1935 following a fire which destroyed its predecessor. Blessed with a 50-ft. head of water, this still-active mill has a Leffel impulse wheel on standby, which can be activated on half-an-hour's notice. The mill has been run for the last several years by a diesel engine. Like the Emerson mill, the Cameron is equipped with a Lane circular saw. Most of the timber cut is hardwood, trucked in and out.

A third mill, on the fringes of the Adirondacks, is in Middle Grove, west of Saratoga Springs (MIDDLE GROVE 876717). The Kilmer sawmill was built in 1907 for grinding grain and sawing wood. The mill was at first powered by a small gasoline engine although it had been designed for a turbine. In 1910 the prime mover was changed to a steam engine (machinery has long since disappeared) and in 1935 changed again with the installation of a second-hand 18-ft. Fitz steel overshot wheel, powering a circular saw and planer. The mill has received no attention since it was shut down about three years ago; the machinery is rusting and the wooden structure beginning to deteriorate. All equipment—sawmill, planer, &c—is in place. [The mill was described by its owner, Mrs. Guy Kilmer, in the January '75 issue of *Old Mill News*.] P.H.S.

KEEPING UP WITH THE ARCHEOLOGIES

In the true spirit of an ever-expanding universe, a Society for Commercial Archeology has been formed. The outgrowth of a successful exploratory conference sponsored by the Historic Preservation Program at the Univ. of Vermont in Nov. 1976, the SCA is now one year old and has a membership of over one hundred.

The first annual SCA conference was held in Boston last Nov. at the new facilities of the Museum of Transportation, a converted 1888 wool warehouse on Fort Point Channel. The site was especially appropriate as it is the home of the newly-acquired Hood, or Sankey, Bottle, a widely publicized CA restoration. The outsize milk bottle was a 1930s roadside ice cream stand.

The meeting called for a full day of talks and discussions, beginning with an introduction and welcome from President Chester Liebs [SIA], who outlined the various forces that recently have come together in recognition of the need for studying commercial archeology.

There followed three illustrated lectures on the modern highway and its services. Pamela Allara, Tufts Univ., spoke on Connecticut's Merritt Parkway: its landscaping; its exceptional bridge design; and its architect—George Dunkelberger. Paul Ivory [SIA], administrator of the National Trust's *Chesterwood* in Stockbridge, Mass., outlined the origins of the gasoline service station. Dover, Mass. designer Richard Gutman closed the morning with his four-projector, tape-synched, music-overdubbed show on the history of diners. Speechless, the audience dispersed for lunch.

In the afternoon forum a brief look was taken at Route-One neon signs, upstate tourist cabins, efforts to save the 1939 World's Fair parachute jump, and a future exhibit on the history of transportation in Boston. There followed a panel discussion, providing an opportunity for airing a wide range of opinions on the subject of commercial archeology. Many questions on the utility of the commercial built environment were raised, reflecting the varied backgrounds of the panelists. The moderator was SCA founder Dan Scully, Harrisville, N.H. architect. D.A.Y.

Information on the SCA (after all, we're all brothers, or cousins, or something, under the skin): Room 300, Wheeler House, Univ. of Vt., Burlington, VT 05401.

SIA AFFAIRS

REFEREES WANTED. Share your IA expertise by volunteering to referee articles for *IA*. Write to Michael W. Robbins (510 Broome St., N.Y.C. 10013), editor of the journal informing him of your areas of competence (power, railroads, civil engineering, recording techniques, specific industrial or structural types, architecture, &c). In return, you will receive copies of "An Authors' Guide" and "IA Paper Review Form." Your help is needed to make *IA* even better.

SYMPOSIUM: INDUSTRIAL ARCHEOLOGY & THE HUMAN SCIENCES. Copies of the proceedings of the symposium held last Oct. on Marthas Vineyard were distributed gratis with the *Newsletter* mailing of early May. Additional copies of this stimulating compilation of the ten papers delivered, edited by Dianne Newell the symposium organizer, are available from the Society's offices (rm 5020). *Occasional Publications No. 3*, 22 pp., illus. \$1.25 postpaid.

A CONFERENCES & TOURS COMMITTEE has been formed to make future conferences and tours as informative and enjoyable as possible. The Committee is chaired by Directors David Sherman and John Bowditch, who ask for members' suggestions on means of improving future events. In addition, anyone who would like to participate in the Committee's activities might drop a line also: John Bowditch, Assoc. Curator, Power & Shop Machinery, Henry Ford Museum, Dearborn, Mich. 48121.

CHAPTER NOTES

A GREAT LAKES CHAPTER will be formed in the fall. Those interested in joining should contact John Bowditch (above). A first meeting will be held sometime in October. It is hoped that this will be the first *international* chapter; Canadian members should contact either Bowditch or Dianne Newell: 97 Euclid Ave., London, Ont. N6C 1C3.

MONTGOMERY C. MEIGS ORIGINAL. At a 14th March meeting the Chapter's Original Pres., Philip D. Spiess II, abdicated to the utter shock of those assembled, but the vacuum thus created immediately was filled—by popular acclaim—by Robert B. Hoke, who gave assurance that the previous administration's policy of Creative Dynamism in all things industrial-archeological would be continued absolutely. When calm had been restored, the evening continued with a snowstorm of slides by HAER's Eric N. DeLony covering a trip to examine the IA of the Caribbean, followed by another from the Natl. Trust's Spiess on the IA of Louisville and Cincinnati, in celebration of the then-upcoming Annual Conference in those places.

SOUTHERN NEW ENGLAND. On 11 March a small group of members met with Benjamin Pearson, Jr., operator (for 30 years) and President of the Byfield (Mass.) Snuff Mill. The mill dates from c1865 when Mr. Pearson's great-grandfather bought out all of the one-room snuff operations housed in local grist mills, his

mill becoming the first in the area to produce snuff exclusively. Today it is the only operating mill on the Parker River, the lone survivor of a one-time bustling mill complex. Of six snuff manufacturers in America, Byfield is the smallest, and the only one to use water power. The mill structure, its machinery, and the mill process have not changed; the only modernization is an early 20thC generator driven by a 10 h.p. turbine for lighting the mill.

The mill runs once a year and grinding is done around the clock for 4 or 5 weeks in March to coincide with the spring freshet or thaw. From hogshead to finished product, snuff making is a craft dependent on feel, experience, and timing. From the tobacco casks, the bundled leaves are pitched into a Ross alfalfa cutter where they are chopped. The tobacco is then sifted and finally dropped into a curing cellar, sprayed with hot salt water, and allowed to ferment for several weeks.

The fermented tobacco is conveyed to the attic and further cured before it is pitched by hand into the first mill of the 4-stage grinding process. The mills are fitted with cast-iron rollers.

The final product is a soft powder which is conveyed back to the attic for final sifting in a bolter not unlike those used in flour milling. The finished snuff is aged for two years in a storehouse in large bins. Final flavoring is done by a "Whizzer" that blends the snuff and liquid flavor extract. Red Top Snuff, wintergreen flavored, is the most popular variety. Other flavors include: cinnamon, rose, bergamot orange, and peppermint.

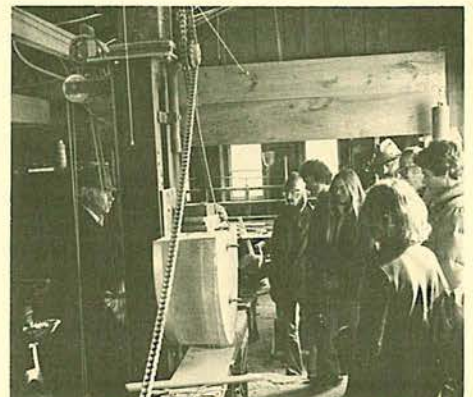
A non-operating snuff mill that predates the present Byfield mill is on the Pearson property. It originally was a bog iron works, converted in 1803-04 to a snuff mill. Its early machinery is for sale. Inquiries: Benjamin Pearson, Jr., West St., Byfield, MA 01950.

SNEC met again on 12 March in Newburyport, Mass. Larry Love opened the Atlantic Spiral Stairworks where circular stairways—primarily for interior commercial use—are manufactured. There followed a tour of the Daniels Wagon Works in Rowley, Mass., thanks to Mr & Mrs Bruce Tompkins, Roland Daniels (grand-nephew of the founder), and David Desjardins. In 1974 Tompkins bought and re-opened the business. Constructed in 1868, the wagon factory produced mainly heavy-duty wagons, closing in the early 1930s due to lack of demand.

The 19thC machinery, unused for nearly 50 years, was left in place and has been brought back into production. The earliest piece of equipment is an 1840s lathe that still is used to turn large wheel hubs. There also are a number of special-purpose machines, all belt-driven, most of them by Pettingill Machinery Works of nearby Amesbury.

On the 2nd floor a large brewery wagon awaits restoration and a new light-weight carriage body, or "park gate gig", is nearing completion. Production wheels, all of the same size, are made in groups for the growing carriage-restoration market, and on occasion job wheels are crafted. Wood is obtained from Maine and the South, shipped green, and then air dried for at least two years.

The Tompkins operation is a unique survivor in New England, a testament to the era when carriage and wagon manufacture was a major industry in the Rowley-Amesbury area. *B.H.W.*



(L) Alfalfa cutter at Byfield Snuff Mill. (C) Bruce Tompkins, Prop. of Daniels Wagon Works, operating a chisel-type hub mortiser. (R) the works-built felloe bender at Daniels. At center is the former against which the felloes are bent. *Jonathan Woodman photos.*

THE 1978 ANNUAL CONFERENCE — LOUISVILLE & CINCINNATI

Wildly innovative, this year's Conference—the 7th—not only was the first to be held west of the Alleghenies (or Appalachians, if you prefer), but also the first to have a dual venue. There were a number of reasons for all this novelty but fundamental was the obvious one of attempting for the event to bring the Society's sphere of influence somewhat closer to its center of geographical and popular gravity, a point imagined by some to lie precisely half-way between Squire Jim and Muses Bottom, West Virginia.

Opinions did fly as to whether all this was a good idea or not, and if so, whether it did what was intended. Several things were clear: we did get to see some territory that was new and full of interest, speaking for the attendees as a whole; and there were drawn into the event a number of folks who probably would otherwise forever have remained names in a card file. But the other side of that coin was the equally clear knowledge that perhaps even more stayed home who would have attended a conference more traditionally easterly. The Board will now have to chew on the results and the questions raised by all this.

The principal burden of planning and conducting this year's events fell on the shoulders of many in both cities, but it is to Courtney Fisher, SIA Treasurer and Conference Coordinator, and Wendy Nicholas of the Preservation Alliance of Louisville & Jefferson County that the bulk of the credit must go. The Cincinnati segment was quite splendidly managed by Elizabeth Reid of the Miami Purchase Assn. with the Queen City guide and tour respectively written, planned, and (one bus) conducted by the Natl. Trust's Philip D. Spiess, a native of the city. The program of papers and other presentations on Saturday were arranged and conducted by Merrill Wilson of the Park Service's Denver office. For the efforts of you all and those unnamed who helped to carry the can for a first-rate event, our sincere appreciation.

THE LOUISVILLE FIELD TRIP—Friday 31 March

The Conference officially commenced with more than 40 enthusiastic conference-goers attending a fast-paced Early Bird Slide Show covering Louisville's IA scene. They soon were joined by the rest of the tourists, three buses departing the *plastique moderne* Galt House for the city's more antique areas. Happily, it was a beautiful and warm early spring day.

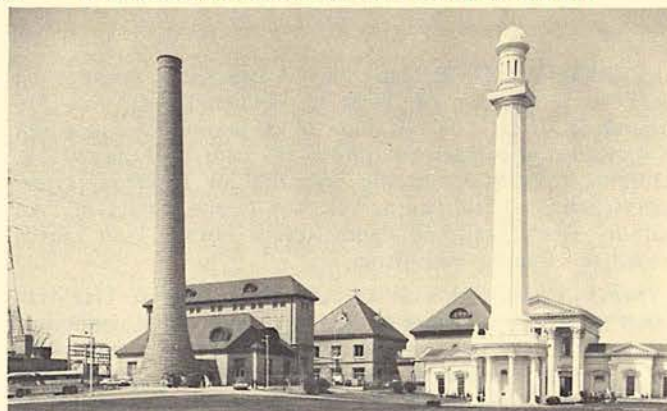
The employment as site guides of persons who worked at some of the sites gave several of the tours a distinctly regional flavor, including the visits to the Jim Beam Distillery, the Louisville Water Co. Pumping Station, and Louisville Stoneware. Aboard the *Belle of Louisville* steamboat (1914) our guide was none other than Capt. Charles J. Larkin who was as pleased to explain his tandem-compound sternwheel engines as he was the ornate pilot house.

The Jim Beam Distillery and Louisville Stoneware were not the oldest facilities of their kind locally but were chosen for the opportunity to observe the two processes. At the pottery the total sequence was visible, from the initial preparation of locally mined (underground) clay through the slip and jiggering processes to firing. The distillery tour included an impromptu walk through an odoriferous, heavily-timbered, bonded warehouse and a view of empty whiskey barrels rolling above a parking lot on their own tiny Warren-truss barrel bridge.

Certainly the day's highlight was the luncheon tour (with eight-foot long sandwiches) at the Louisville Water Works,



THE BELLE'S GUTS—her beauty far deeper than her skin. The awesome complexity of the valve gear of the typical long-stroke stern-wheel riverboat engine rarely fails to astound. The *Belle of Louisville* shows as nice a confusion of rock shafts, wiper cams, "puppet" valves, and assorted monkey-motion as any vessel that ever walked the inland waters.



THE MASSED GENERATIONS. The later stages of pumping station at the Louisville Water Works, impressive in their own way, will never emerge from the shade cast over them by the sheer classical magnificence of the first of the dynasty, completed in 1860.

preceded by a brief stop at the turn-of-the-century Crescent Hill Reservoir & Purification Plant.

The water works tour allowed simultaneous visits to two spectacular sites. First was the now-empty (with adaptive use planned) 1858-60 classic-revival pumping station and 169 ft. stand-pipe designed as a Roman Doric column (rebuilt 1890). Just as fascinating was Pumping Station No. 3 (1919) containing the Water Co.'s last triple-expansion steam pumping engine (not operating) whose three-story bulk was scrutinized by SIAers who clambered all over it.

The day's trip also included the McAlpine Lock (1958-61) on the Ohio River, a drive by the Bourbon Stockyards (Exchange Building, 1914), and a visit to some of the IA of nearby Indiana reached via a harrowing bus crossing of the Ohio on the cantilevered roadway of the Kentucky & Indiana Terminal RR Bridge (1912). R.M.F.

ANNUAL BUSINESS MEETING— LOUISVILLE, 1 APRIL 1978

An Abstracted Report

The noontime meeting was opened by Pres. Newell who acknowledged the special contributions of a number of members to the Society and to the planning of the annual conference:

Robert Vogel, "whose style and energy largely account for the present state of 'health' we enjoy"; Courtney Fisher, who "in addition to the tedious and time-consuming job of treasurer, undertook a major responsibility in overseeing this meeting"; Robert Frame, "an exceptionally productive board member who was provided much support in preparing *Newsletter* copy and performing a number of 'publicity' tasks for us"; Richard Candee, Russell Fries, and James Massey, "who leave the Board after many years—in Candee's case, six—of hard work. Candee's particular contributions are well known and speak for themselves. These three will, I am certain, join the ranks of many past board members who continue to lend their talent and energy to the work of the Society."

Mary Jane Rutsch, "new board member but a long-time worker for the Society, who chaired a committee on local chapters, a relatively uncharted water"; Brenda Barrett, "for taking time from a busy schedule to serve as our Honorary Counsel"; Professor Looney and Nicki Taylor, "who continue to serve as our administrative backbone in a voluntary capacity"; Dian Post, "who is paid, but it cannot possibly be enough for her sensitive and thorough approach to production of the journal."

COMMITTEE REPORTS

Treasurer Fisher presented a brief financial report [below] which was approved by the membership.

V.P. Notter reported on the activities of the Nominations

Committee during the year following the resolution at the 6th Annual Conference directing the Board to establish new nominating procedures. He explained the Committee's Bylaw proposal, a substitute for Art. 5, Sec. 2. Following discussion the substitute was approved.

Mary Jane Rutsch, reporting for the Local Chapters Committee, reviewed the year's activities of the Meigs, Roebling, and Southern New England chapters, and noted the possibilities of additional chapters in the coming year.

IA Editor Michael Robbins outlined the journal's progress and future plans. Newell, reporting for the Publication Committee, announced the forthcoming publication of the papers from the 1977 Marthas Vineyard Symposium on "IA and the Human Sciences." Books on the continuing use of industrial structures and on the identification and interpretation of IA in N. America are being planned, she noted.

There were brief announcements about upcoming field trips (Rhode Island in late Sept. 1978; Pennsylvania's anthracite region in May 1979) and about future annual conferences.

PRESIDENT'S MESSAGE

Newell presented a contemplative statement as outgoing President in which she called out the need for a scholarly discipline of IA employing a strongly behavioral approach in studying the industrial past. [A copy accompanies this issue of the *Newsletter* as Supplement No. Nine.]

ELECTION

Richard Candee announced the results [below] of the election of Officers and Directors for 1978-79, held in accordance with the new nominating and voting procedures.

The meeting concluded with a brief statement by Pres.-Elect Notter who appealed for strong local-chapter participation during the next twelve months, and on behalf of the Board expressed his sincere and heartfelt appreciation to Dianne Newell for her many contributions to the Society as its president during the year past, a sentiment loudly echoed by the attendant membership. *Robert M. Frame III, for Russell I. Fries, Secy.*

TREASURER'S REPORT

(As of 31st December 1977)

INCOME

Membership Dues	\$14,149	
Publications, conferences, royalties, advertising, misc.	1,330	
Interest	499	
Sale of <i>Working Places</i>	5,134	\$21,112

FUND BALANCES

Special project: slide-film conversion to 16 mm	\$1,069	
Publication of <i>IA</i> Vol 2	4,300	+\$5,369
		\$26,481

OPERATING EXPENSES

<i>Newsletter</i> publication	\$4,895	
<i>IA</i> publication	10,456	
Postage	1,294	
Accounting fees	325	
Directors' meeting expenses	1,328	
Misc. printing	922	
Office expenses	728	
37 copies of <i>Working Places</i>	5,477	
Miscellaneous	103	-\$25,528

INCREASE IN GENERAL FUND \$953

CASH +\$6,539

ASSETS \$7,492

Courtney Fisher, Treasurer

SIA OFFICERS AND DIRECTORS—1978-79

President—George M. Notter, Boston. Principal, Anderson, Notter, Finegold Assoc. (architects). (to 1979)

Vice President—Theodore Z. Penn, Sturbridge, Mass. Researcher in Technology, Old Sturbridge Village. (to 1979)

Secretary—Brenda Barrett, Washington. Lawyer, National Register of Historic Places, Dept. of the Interior. (to 1981)

Treasurer (to 31 Dec. 1978)—Courtney Fisher, Warren, Vermont. Historic preservation consultant.

Treasurer (from 1 Jan. 1979)—Marlene Nicoll, Washington. Technical Information Officer, Office of Archeology and Historic Preservation, Dept. of the Interior. (to 31 Dec. 1981)

Past President—Dianne Newell, London, Ont. PhD Candidate (History), Univ. of Western Ontario. (to 1979)

Standing Directors

Michael W. Robbins, N.Y.C. Journalist and museum consultant. (to 1979)

Mary Jane Rutsch, Newton, N.J. Principal, Cultural Resource Management. (to 1980)

David M. Sherman, Atlanta. Director, Office of Planning & Research, Georgia Dept. of Natural Resources. (to 1980)

Peter H. Stott, Troy. Historian, Preservation/Design Group, Albany. (to 1979)

New Directors

John Bowditch, Ann Arbor, Mich. Assoc. Curator—Power & Shop Machinery, The Henry Ford Museum. (to 1981)

Jeffrey L. Brown, Chattanooga. Director, Institute of Archaeology, Univ. of Tennessee at Chattanooga. (to 1981)

Editors

(serving indefinite terms, at the Board's discretion)

IA—Michael W. Robbins

Newsletter—Robert M. Vogel, Washington. Curator, Divn. of Mechanical & Civil Engineering, Natl. Museum of History & Technology.

Local Chapter Presidents

(elected by local chapter membership)

Montgomery C. Meigs Original Chapter (Washington area)—Robert B. Hoke, Columbia, Md. Computer programmer, Dept. of Defense.

Southern New England Chapter (Conn., Mass., R.I.)—Laurence F. Gross, Andover, Mass. Curator, The Merrimack Valley Textile Museum.

Roebling Chapter (N.Y.C. area)—Terry Karschner, Bordentown, N.J. Historic Preservation Specialist, N.J. Office of Historic Preservation.

THE CINCINNATI FIELD TRIP—Sunday 2 April

The day dawned grey and cold in Cincinnati. After the traditional hasty breakfasts in the Art Deco splendor of the Netherland Hilton and the chaos of dividing 140 confused pilgrims by three buses, we departed. First stop was John A.



WHILE THE ELEGANCE of Roebling's Covington & Cincinnati Bridge was severely diminished by the deep steel trusses and additional main cables added in 1898, it survives in full service as a masterwork.

Continued...

Roebing's Ohio River Suspension Bridge (1856-66), the westernmost of his works. Comments on the appropriateness of the violent-blue selected during the Bi-centennial year for the livery of the cables and suspended span leaned toward the ugly. It must be reported, however, that original plans called *also* for red and white! The structure was traversed by foot—a far more appropriate scheme, it was felt by most, and upon reaching the Kentucky end the buses were again boarded and the tour moved past the old sternwheel towboat *Mike Fink*, now a restaurant, and Covington's historic riverside district, an area of imposing 19thC merchants' homes.

Crossing back into Cincinnati, the entourage stopped briefly at the Elsinore Tower, a castellated confection of the 1880s originally housing control valves in the water system, continued on past the Baldwin Piano Co. works (1920), and thence high up into Eden Park passing the old reservoir, now drained and "adaptively re-used" as a ball field.



AS THOUGH FOR THE OCCASION, the spandrel filling of the Eden Park Bridge had been removed and one of the 9-inch reinforcing I-beams exposed. This was the third American bridge built on the Melan system (1895), in which curved, standard beams were used to reinforce a concrete arch of relative thinness.

Then on to Mt. Adams, another of the city's fabled Seven Hills, stopping on the summit at the Rookwood Pottery complex. This fine, mock-half-timbered building of 1891 is now used as a restaurant, but with its bottle kilns retained to form *intime* dining nooks within the main dining area.

Past the Cincinnati Car Co. buildings and to Ivorydale, the suburban main plant of Procter & Gamble ("It-Floats"). The brief interior tour of one building was eclipsed by the considerable thrill of moving within a vast industrial complex of 1885, exquisitely rendered in brick-trimmed limestone, fully intact, hardly intruded upon by incompatible modern additions, immaculately maintained and landscaped, and still in full, vital production—a living message to the rest of the industrial community! It was comforting to learn that such homey products as *Ivory Soap*, *Mr. Clean*, and *Tide*, as well as the more nearly edible *Crisco* (solid and liquid) first see daylight in these magnificent surroundings. The author was H. H. Bemin, designer just previously of George Pullman's celebrated car works.

MISCELLANEOUS NOTES

NEWS OF MEMBERS

DAVID McCULLOUGH in April received the Assn. of American Publishers' 1978 Natl. Book Award in the History category (one of seven) for his *The Path Between the Seas: The Creation of the Panama Canal, 1870-1914* [SIAN July 77:11].

EVENTS

HISTORIC PRESERVATION MAINTENANCE WORKSHOP sponsored by the Natl. Trust, 25-29 Sept. Practical problems of keeping up large and small structures & their solutions. Classroom & site work. At Little Rock, AR. \$185 + room & board. Flyer/application: Education Svcs. Divn., Natl. Trust, 740 Jackson Pl. NW, Wash., DC 20006.

ASSN. FOR PRESERVATION TECHNOLOGY, 10th Annual Conference. Ottawa, 20-24 Sept. A major program of events in



PROCTER & GAMBLE's complex at Ivorydale, little changed from the time of its construction in 1885.

The tour then proceeded to "Storm Park" for a box lunch (an apt name as it began to rain) following which it continued to the "Beau Brummell" Ties Building (1921), a Tudor extravaganza that was largely lost on its audience when the lead bus ran fast aground across a gutter in the steep entrance drive. Why should this have struck so many as so hysterical? Was it so industrial-archeological? After much futile pushing and devising of schemes to refloat, the stranded vessel was abandoned to the seas and its refugees taken aboard the remaining two, with short rations for all. From this low point the combined forces moved on quickly to the Cincinnati Firefighting Museum and, finally, to the legendary Union Terminal (1929-1933), which remains one of the world's greatest terminal buildings [SIAN Mar/May 75:8]. A plan is afoot to turn the immense quarter-domical waiting area into an amusement center, which would assure the continued survival of the structure if not of its essential dignity. *J.B.*



UNCHARTED REEFS: the heartbreak of disaster at sea. Despite the best efforts of countless willing hands, the battle with the elements proved overwhelming and their noble ship of the highways was forever lost.

MISC. CONFERENCE NOTES—Copies of the highly informative, well-illustrated tour guide for Louisville and Cincinnati, by Wendy Nicholas *et al*, and Philip D. Spiess respectively, are available from the SIA Editorial Office for \$1., stamps acceptable. Ask also for the Abstracts of the Conference papers.

honor of the Society's first decade. Two pre-conference technical courses: Soil Mechanics & Foundation Engineering; Wood Conservation, under and in historic structures. Information: APT Box 2487 Station D, Ottawa, Ont., Canada K1P 5W6.

"HOW SWEET IT WAS: Baltimore's Ice Cream, Candy, & Soft Drink Industries—1850-1980." Exhibit, through 30 Sept. The opening shot of the Baltimore Industrial Museum [SIAN May 77: 7], the first of a series of exhibitions dealing with the quite remarkable extent and variety of the city's industries. Featured are the origins of commercially-produced ice cream (Baltimore, 1851) and the invention and marketing of the nearly universal "crown cork" bottle closure (Baltimore again, early 90s). The exhibition was designed and assembled by Roger B. White [SIA] the Museum's Coordinator. It is housed in the Maryland Science Center, W. side of the Inner Harbor, pending the BIM's obtaining permanent quarters. (301) 396-4866.

"INDUSTRIAL ARCHAEOLOGY OF DELAWARE", at the Hagley Museum, Wilmington, 22 August—mid-Nov. An exhibition stressing the importance of preserving the industrial past for future reference. Drawings, photographs, and artifacts relating to venerable Delaware industries are arranged to illustrate what effect the passage of time has had on older industrial sites, some of which are viable today. Demolition, restoration, and adaptation for contemporary use are three alternatives for vacated sites examined in the exhibit. Special admission of \$1 will be charged for this exhibit.

STEAM RUNS. The B&O RR continues its program of steam train jaunts with a variety of weekend runs through Oct. Schedule & information: Steam Special, Dept. C-J, Chessie System, 2 N. Charles St., Baltimore, MD 21201. (301) 237-3737.

CRUISES—UPPER HUDSON. Hudson-Mohawk Industrial Gateway announces a series of afternoon cruises aboard the *M. V. Nightingale*, emphasizing sites of historical, archeological, industrial, and environmental interest, from Troy north, including locking into the N.Y.S. Barge Canal System. Sats. & Suns. through Sept. Flyer: H-MIG, 5 First Street, Troy, NY 12180. (518) 274-5267, while ...

AMERICAN CRUISE LINES (Haddam, CT 06438, (203) 345-8551) runs a variety of 7, 10, and 14-day coastal cruises to New England islands, the Carolinas, Hudson River, Chesapeake Bay, &c, all year; and

MID-LAKES NAVIGATION CO., (Box 61, Skaneateles, NY 13152 (315) 673-3896) offers 1, 2, and 3-day cruises along the Erie Canal, between various points from Albany to Lockport. Brochures available from both houses.

WINE TOURS. Under a new law to promote N.Y. State wines, wine now can be sold (and dispensed) retail at wineries on Sunday, when all state liquor stores are closed. This has led to a lively Sunday tour program at the Shapiro Kosher Wine Co. in Rivington St. on N.Y.C.'s famed Lower East Side. While the manufacture of wine may not be the most enthralling of industrial processes to observe inasmuch as the actual production, when you come right down to it, is essentially invisible, at least you can see a lot of good casks and get to sample any or all of the firm's 23 (!) varieties, ranging from bone-dry to the extra "heavy" Concord. Every hour on the hour, 10-6, Sundays. Good health.

RESEARCH ENQUIRIES

IRON FURNACE INVENTORY. D.W. Crossley, Univ. of Sheffield, Dept. of Econ. & Social History, Sheffield S10 2TN, England asks whether there exists a listing of N. American charcoal and early coke blast furnaces that could be appended to such a list of British furnaces that is to appear in the journal *Historical Metallurgy*. There are, of course, *pieces* of such a list—mainly for specific regions—but nothing covering the entire continent N. of the Rio Grande. Should anyone like to take on the much needed task of going on from there, contact either Mr Crossley or the Editor, *SIAN*.

SOUTHERN TANNERIES. To enable reconstruction of John J. French's c1850 tannery in Beaumont, TX, information is sought on the physical details of such plant in the general region. Ginny Anglim, Beaumont Heritage Soc., Box 7001, 77706.

WESTERN CANADIAN IA. Lifeways of Canada, Ltd. (archeological & historical resource consultants) notes that they are working on coal mines, lime plants, the lumber industry, and industrial communities; and construction of the Grand Trunk Pacific in the Rockies, c1912. They seek contacts with others working in these areas, particularly coal mining and processing in Appalachia—emphasis on metallurgical (coking) coals, and RR construction: techniques, equipment, social, economic, and archeological aspects. Brian Reeves, LOC, 120 10th St. NW, Calgary, Alta. T2N 1V3. (403) 283-8451.

BRIDGES OF THE NORTHWEST. Seeking to know of other investigators working in this area, particularly on McCullough's Ore. Coast spans and those of Portland. Work leading to a series of detailed guides. Prof. Chas. S. Rhyne, Dept. of Art History, Reed College, Portland, OR 97202.

AVAILABLE

GRANTS—NATL. ENDOWMENT FOR THE ARTS: Architecture, Planning & Design. Available to individuals and organizations for a wide variety of projects in these fields, broadly interpreted, for the period beginning 1 July 1979. Applications due 25 Jan. 1979. Extensive guidelines brochure/application: NEA, Architecture, Planning & Design, 2401 E St. NW, Wash. DC 20506.

CAST IRON PUBLS. &c. Friends of Cast Iron Architecture has listed the various pertinent publications and slide-sets it has available: FoCIA, 44 W. 9th St., New York, NY 10011. (212) GR 7-2124.

INDUSTRIAL REVOLUTION IN ENGLAND—Reproductions of engravings from the Ironbridge Gorge Museum Collection: *View of the Cast Iron Bridge near Coalbrook Dale* (1782); *A View of the Mouth of a Coal Pit near Broseley in Shropshire* (1788); *Inside of a Smelting House, at Broseley* (1788); and five others. On hand-made paper, 20" x 25" @ \$7.50 each + post. Illus. flyer: Ironbridge Gorge Museum Trust, Dept. TD, Ironbridge, Telford, Salop TF8 7AW, England.

MAID OF THE MIST INCLINE RY., built in the 90s, was superseded in 1976. Its principal components are available on an undisclosed basis. Used originally to carry passengers up and down the cliff on the Ont. side of the Niagara River gorge, connecting with the *Maid of the Mist* as a means of transport to and from the American side. In recent years continued as access to the *MotM* boat ride. Parts present: two 12-pass. open gondolas; winding drum with wood mortise cogs; "unique" safety mechanism (all the previous said to be original); the hoisting cable; and the DC hoisting motor and controls (c1970). Angle of operation c30°; cars in balance. Length of run unknown. Rail not available. All operable but believed unable to comply with Canadian "Elevating Devices" code. Inquiries should indicate how incline would be used or displayed. M.S. Cushing, Asst. Genl. Mgr., The Niagara Parks Commn., Box 150, Niagara Falls, Ont. L2E 6T2.

POSITIONS AVAILABLE

Surveyor of Historic Places. Research, field study, photography, and report preparation, on sites of historic industrial, architectural, historic archeological, and cultural significance. Important element of task is full interpretation of assembled data and preparation of publishable analytical report. For 12 months; \$16,000. Specific description sent to applicants. Chas. Skrief, Supervisor, SHPO, Minn. Historical Soc., Ft. Snelling Bldg. 25, St. Paul, MN 55111. (612) 726-1171.

Museum Curator—Valdez, Alaska. To direct museum in small coastal community (the southern terminal of the Trans-Alaska Pipeline). Salary c\$1866 / mo. + excellent fringes. City Mgr., Box 307, Valdez, AK 99686.

OTHER MATTERS

CENTER FOR MATERIALS RESEARCH IN ARCHAEOLOGY & ETHNOLOGY. In *SIAN* Jan. 1975:6 we noted the establishment of this organization, a consortium of nine Boston-area educational, research, and cultural institutions with the goal of scientifically examining the role played by materials in a variety of disciplines, as well as the materials themselves. CMRAE has made considerable progress since then, and recently has received a \$35,000 grant from NEH. An extensive release describing the Center is available from CMRAE, M.I.T., Room 8-138, Cambridge, MA 02139. (617) 253-1375.

A well-informed industrial archeologist is an effective industrial archeologist. You are reminded by the *Northstar News*, organ of the Natl. Ry. Historical Society's Northstar Chapter (Minn.), that if you plan to lay down a mile of single track, you will require: 134 gross tons of rail (if you use 8540 ASCE Std. @ 85 lbs/yd); 278 pairs of fish (splice) plates; 1112 splice bolts & nuts; 6498 tie plates; and 12,996 spikes (41.1 kegs)—all this lying on 3249 ties.

Hospitality's all well and good but this really is going too far. When the ASCE convened in Pittsburgh recently, a major session was devoted to "Landslide Problems in Highway Construction," "Slope Stability in Western Penna.," and "Landslides & Walls to Prevent Them." The following day, under an apparent arrangement with the only-too-accommodating Pittsburgh Convention & Visitors Bureau, there occurred an only-too-real landslide on the Parkway East, within a walk of the convention hotel. Traffic was rerouted for a day permitting the engineers fully to delectate the happy event.

PUBLICATIONS OF INTEREST

Compiled by Robert M. Frame III and Susan Queripel. *Minnesota Historical Society*.

Donald A. Grinde, Jr., **Building the South Carolina Railroad**. In *S.C. Historical Magazine*, April 1976, p. 77. (Charleston 29401).

Thomas F. Hahn [SIA], **Chesapeake & Ohio Canal Old Picture Album**. American Canal & Transp. Center (Box 842, Shepherdstown, WV 25443). 106 pp. \$4.95. Spectacular group of early and recent photos of all structural and operational aspects of the canal.

_____, **George Washington's Canal at Great Falls, Virginia**. AC&TC (as above), 1976. 44 pp. \$2.50. Good illus. account of this pioneer venture to skirt the Great Falls.

James F. Hamburg, **Papertowns in South Dakota**. In *Journal of the West*, Jan. 1977, pp. 40-42. (1915 S. Western Ave., Los Angeles, CA 90018.)

Harold Kalman & Douglas Richardson, **Building for Transportation in the 19th Century**. In *Journal of Canadian Art History*, Fall 1976, pp. 21-43. (Concordia Univ., 1455 de Maisonneuve Blvd., Montreal H3G 1M8.) Find account of the early structures of the canal and RR in Canada, well illus.

Gary B. Kulik, photos by Jack E. Boucher [both SIA], **Birmingham—Old Iron Furnaces Still Central Element of Industrial City's Skyline**. In *American Preservation*, Feb/Mar 1978, pp. 20-23. Nice photographic essay on the steel center of the South.

Gene D. Lewis, **Charles Ellet, Jr.: The Engineer as Individualist, 1820-1862**. Urbana, IL: Univ. of Illinois Press, 1968. 228 pp. \$7.50.

William D. Middleton, **Grand Central: The World's Greatest Railway Terminal**. Golden West Books, 1977. (Avail.: Electric Railroaders Assn., 4 W. 40th St. NYC 10018). 160 pp., 220 illus., maps., bibliog. \$18. History from 1832 to 1970s.

Walter Minchinton [SIA], **Windmills of Devon**. Univ. of Exeter, Dept. of Econ. History/Exeter IA Group, 1977. (Avail.: DofEH, Univ. of Exeter UE EX4 4RJ, England.) 58 pp. \$1.50. History of the type in Devon, and brief description of each survivor (none, unfortunately, with sails; many ruinous.)

Roger Morgan, **Watery Death of Electricity's Rival**. In *New Scientist*, 28 July 1977, pp. 221-23. Notes recent closing of the last pumping station of the London Hydraulic Power Co., itself the last of several in GB, Australia, Antwerp, and Buenos Aires. The first system was installed at Hull in 1877, supplying via their own mains water under pressure (c700 psi) to customers who used to it power elevators, cranes, motors &c. This hydrostatic system (as opposed to the hydrokinetic power of wheels and turbines) achieved 93% efficiencies, quite competitive with electricity. (See also Ian McNeil, *Hydraulic Power*, London: Longman [IA Series], 1972.)

John P. McKay, **Tramways and Trolleys: The Rise of Urban Mass Transport in Europe**. Princeton Univ. Press, 1976. 246 pp. \$14.50 (Rev.: *Business Hist. Rev.*, Autumn 1977: "an excellent piece of economic and public policy history. . .")

Nathaniel Mason Pawlett [SIA], **A Brief History of the Roads of Virginia 1607-1840**. Charlottesville: Va. Highway & Transportation Research Council, Oct. 1977. 41 pp + sep. map and turnpike table. Gratis: VHTRC, Box 3817 Univ. Station, 22903.

C.L. Sonnichsen, **Colonel Green and the Copper Skyrocket**. Tuscon: Univ. of Ariz Press, 1976. 325 pp. \$4.95. (Rev.: *Bus. Hist. Rev.* Autumn 1977) Biog. of William Cornell Greene, "president and principal promoter of the Cananea [Mexico] Consolidated Copper Co. (4 C's)", early 20thC.

Thomas T. Taber, **The Delaware, Lackawanna & Western RR in the 19th Century**. Publ. by Thos. T. Taber III (504 S. Main St., Muncy, PA 17756), 1977. 416 pp. \$25. (Highly favorable review by Herbert H. Harwood [SIA]: *RR History*, Autumn 1977.)

Diana S. Waite [SIA], **The Troy Gas Light Company Gasholder House**. Troy, NY: Hudson-Mohawk Industrial Gateway (5 First St. 12180), 1977. 10 pp., illus. \$1. First in a series of H-MIG historical pamphlets. Important IA landmark—which is the SIA logo—the largest and most elegant of the dozen or so surviving gasholder houses, built 1873.

SPECIAL PUBLICATIONS

INVENTORIES, LISTINGS, TECHNIQUES, &c.

Warren E. Brant [SIA], **A Log to the Upper Mississippi**. American Motor Logs (2099 La Crosse Ave., St. Paul, MN 55119), 1975. 80 pp., illus. \$2.95. With maps, photos & text, describes architecture, museums, locks & dams, industrial tours, ferrys & bridges, steamboats, restorations, &c. Handy.

Diane Maddox, **Historic Buildings of Washington, D.C.—A Selection from the Records of the Historic American Buildings Survey**. Pittsburgh: Ober Park Assoc., 1973. 191 pp., illus., index \$7.95. (Avail.: Nat'l Trust Bookstore, 740 Jackson Pl., NW, Wash., DC 20006.) Finely done essay with fair amount of IA: Union Station; C&O Canal; traction powerhouse; Navy Yard; street furniture; &c.

Frank E. Sanchis, **American Architecture: Westchester County, New York, Colonial to Contemporary**. Croton-on-Hudson, NY: North River Press, 1977. 564 pp., approx. 1000 illus. \$30. Publication of the two-year Westchester Landmarks Project. Includes a healthy representation of IA, including many of the county's metal-truss bridges, Croton water-supply system, and industrial buildings.

National Historic Landmarks. Listing of all—some 1400—in a handy pocket book. Gives name, dates, location, and brief statement of significance. 1976. 150 pp. Also, 30 pp. **Supplement** updating to 31 Dec. 1976. Gratis: Hist. Sites Survey, Natl. Park Service, Wash., DC 20240.

Robert E. Haynes & Kenneth T. Pribanic, **A Bibliography of Historic Preservation: Selected Publications of the Office of Archeology & Historic Preservation**. OAHF, Natl. Park Service, Wash., DC, 20240. August 1977. 10 pp.

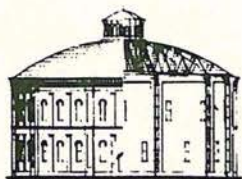
Martha L. Simonetti (Comp.) and Donald H. Kent & Harry E. Whipkey (Eds.) **Descriptive List of the Map Collection in the Penna. State Archives: Catalog of Maps in the Principal Map Collection (MG11)**. Harrisburg: Penna. Historical & Museum Commn., 1976. 187 pp., checklists. \$6. Apparently does *not* include maps generated by the turnpike authorities and other state agencies, so may be sparse in canals and RRs. Best check.

The Forest History Society, **North American Forest History: A Guide to Archives & Manuscripts in the U.S. & Canada**. Clío Press, 2040 Alamenda Padre Serra, Santa Barbara, CA.

Perry E. Borchers, **Photogrammetric Recording of Cultural Resources**. Technical Preservation Services Divn., Office of Archeology & Historic Preservation, Natl. Park Service, Wash., DC 20240, 1977. 38 pp., illus.

Timothy C. Finton, **More on the Tax Reform Act of 1976**. In *I/593*, August 1977. pp. 1,6.

CONTRIBUTORS TO THIS ISSUE: John Bowditch, Henry Ford Museum; Robert M. Frame III, Minn. Historical Soc.; Dianne Newell, Univ. of Western Ontario; Peter H. Stott, Preservation Design Group, Albany; Betsy H. Woodman, Bradford College; Douglas A. Yorke, Boston. With thanks.



**SOCIETY FOR
INDUSTRIAL
ARCHEOLOGY**

N E W S L E T T E R

S U P P L E M E N T A R Y I S S U E N U M B E R N I N E

MAY

1978

PRESIDENTIAL ADDRESS TO THE ANNUAL MEETING

By Dianne Newell, President 1977-78

LOUISVILLE, KENTUCKY 1st April 1978

It occurs to me that after all the people have been thanked, and the inventory of past activities has been held up for all of us to feel pretty good about, that something is missing. Something important is not getting much attention. We do not ever talk at our meetings about how to tackle a fundamental problem of our discipline: WHAT ARE THE PURPOSES OF OUR RESEARCH? WHAT CAN WE REALLY CONTRIBUTE TO AN UNDERSTANDING OF THE PAST?

Many among us "cut our teeth" on the works of Kenneth Hudson, R.A. Buchanan, and others. Certainly these people attracted me to the field at a time of great frustration with my own attempts to examine the "material culture" of the brewing industry. An entirely new dimension was added to my work, as it was, I know, to the work of others. We found out from them how to identify, classify, and in general, appreciate industrial remains. Implicit in these early manuals was the promise that someday we would know what our inventories and our measured drawings actually explained. And somehow we continue to wait for "someone" to tell us what all the material we collect actually means.

Those of us who attended the first meeting of the SIA in 1972 will remember how excited we were to get together with "commrades" and leave our relative isolation. We were even somewhat controversial, what with the historical archeologists saying we'd never fly, but saying it less politely.

We have grown a lot since then; we have grown intellectually and have had a modest impact on a number of professional and preservation organizations. To a great extent, however, when we regard industrial archeology as a scholarly discipline, we usually do so only in terms of relating physical remains of historical industry to a general interpretation of the processes of industrialization.

P.T.O.

There is a growing concern now with putting People back into the Workplace, so to speak. In other words, to view industrial remains as a reflection, a manifestation, of human activity--social, political, economic, intellectual--and human decision-making, and not, as it is so easy to do, merely as objects in themselves. The recent works of Kenneth Hudson, formation of the open-air industrial museum at Le Creusot, France, large-scale studies of industrial communities being undertaken in Sweden and in Italy, and our own Marthas Vineyard Symposium [Industrial Archeology and the Human Sciences] clearly reflect that new concern. We have a serious problem; we've begun asking the questions, but so far we have no answers. Without a general behavioral approach to the study of the material culture of our industrial past we cannot arrive at answers. Moreover, I would suggest, we are going to have a problem justifying ourselves as a discipline. What business have we developing courses in industrial archeology? What can we learn from industrial remains that is unique?--that we cannot learn from other sources?

At this point I should make it clear that I'm not talking here about those who are involved in industrial archeology as a hobby, or for profit. These are important and clearly legitimate pursuits of many of those who join the Society. In fact, it is through these very members that historic industrial sites are coming to be permanently regarded as a significant aspect of our physical and cultural landscape. My concern now is with a neglected aspect of the field--industrial archeology as a scholarly discipline --with its ability to offer rich, potentially productive new sources with which to understand MORE about the past. Many in this Society and in Europe share that concern, of which a large part involves attempting a breakthrough in the area of methodology. More lessons in how to write up field notes or to take photographs simply will not do it. We need to discover ways in which to analyze and explain our data. We want to know what kinds of questions about the past can be asked of our material. It is not merely the mechanics of industrialization that we are thinking about. What about changing notions of work? What about the circulation of information or the diffusion of innovation in the past? What about the daily lives of those--the majority--the women and children as well as the men--who left no written records but whose lives were inextricably bound up in the very subject matter that we find so interesting?

Our investigations can offer to other social scientists a unique set of data. The humans responsible for the creation of these sites, or whose lives were affected by them, are gone. We study the sites that remain to learn more about what went on.

This, then, is a very important concern taking shape within industrial archeology. It is one that I know we will be hearing much more about in the future.

I want to tell you what a happy task it has been for me to serve as president of this Society. Thank you for the opportunity.