INDUSTRIAL ARCHEOLOGY IN THE NATIONAL PARK SERVICE

Some definitions:

Industrial Archeology

. . . is an attempt to reconcile the urbanized (American) to his selfmade surroundings. (Architectural Review, June, 1966)

. . . is a field of study concerned with the investigation, recording, and, in some cases, the preservation of industrial monuments. (R. A. Buchanan)

. . . is an assessment of the significance of these monuments in the context of socioeconomic and technological history. (R. A. Buchanan)

. . . is the field work aspect of the history of industry, technology, and transport. (K. Hudson)

Industrial Monument

. . . any building or other fixed structure - especially of the period of the Industrial Revolution - which either along or in association with plan and equipment illustrates or is significantly connected with the beginnings or evolution of industrial and technical processes, including means of communication. (Ministry of the Environment, England)

. . . any obsolete or near obsolete relic of industrialization and may be taken to include systems of transport and communications, industrial housing, and other buildings associated with the development of industrial communities. (R. A. Buchanan)

The above definitions are of British origin because industrial archeology was invented there about 15 years ago. I have not heard any improvements this side of the Atlantic, so, we industrial archeologists in the United States are using the British definitions for the time being.

IA NATIONAL HISTORIC LANDMARKS

Though the British invented the term, industrial archeology has been practiced by the Park Service since 1938, when Hopewell Village, the site of an early iron furnace, was designated a National Historic Site and restored as one of the finest open-air museums in the country. Since then, 79 additional sites of an industrial archeological nature have been designated National Historic Landmarks. Seven of these are administrated by the Park Service as interpretive historical areas for public visitation.

The seven sites administered by the National Park Service:

1) Hopewell Village National Historic Site, PA (1938)
2) Edison NHS, NJ (1955)
3) Golden Spike NHS, UT (1957)
4) Allegheny Portage Railroad NHS, PA (1964)
5) Saugus Ironworks NHS, MA (1968)
6) Chesapeake & Ohio Canal National Historic Park, MD (1971)
7) Potowmack Canal National Capitol Park, VA (19)

The remaining 72 have been declared eligible for registration as National Historic Landmarks by the Secretary of the Interior, and are not owned or affiliated with the National Park Service.

National Historic Landmarks designation is the objective of the National Survey of Historic Sites and Buildings, a cooperative program in which State and local agencies and professsional historians, architects, and archeologists share their knowledge with the staff of the National Park Service. The cooperative program essentially is an openended study organized under a series of themes ranging from early man to the 20th century. Sites associated with the themes are surveyed and evaluated and the findings are presented in a formal study for each theme. The four themes of consequence to industrial and engineering landmarks are "The Mining Frontier," "Transportation and Communication," "Commerce and Industry," and "Engineering." The first was completed in 1959, the second and third were initiated in 1966. All three resulted in the 72 landmarks mentioned. Engineering has not been considered at all. The latter three are scheduled for re-evaluation in 1976-77.

IA Sites on the NATIONAL REGISTER OF HISTORIC PLACES

The National Register is the official list maintained by the Secretary of the Interior of the nation's cultural properties worth saving. Presently, over 3,000 sites are entered on the Register and of these, approximately 10% or 300 are of an industrial or engineering nature. While this may appear to be a good representation, I have found that the majority of the sites nominated fall into what I call the "covered bridge, grist mill and iron furnace syndrome." The reason for this is simple. Covered

bridges, grist mills and iron furnaces are obvious selections because of their nostalgic qualities and they are pretty safe preservation bets. The same cannot be said for iron bridges or large manufacturing complexes such as the New England textile mills or railroad shops and repair yards. Once these structures become redundant because of the increased axel loads of trucks and automobiles, or the modernization and migration of industry, it is extremely difficult to justify their preservation for purely historical reasons. People are reluctant to adaptively use a dirty old factory and few civil engineers would recognize a 19th century iron bridge as historic. Furthermore, the staffs at the state level working on Register nominations have failed to recognize these types of sites because the whole emphasis of historic preservation has been focused on historic works of architecture, i.e., churches, town halls and court houses, stately mansions and residences. The culture we are trying to preserve, for the most part, seems to focus on the Revolutionary War and the historical eras immediately preceeding and following this event. The subject of the American Industrial Revolution and its surviving monuments has only recently begun to be seriously considered as worthy of some form of preservation. I have been working with the National Register on ways to make the State historic preservation offices recognize the industrial and engineering monuments within their boundaries. The professional engineering societies, such as the American Society of Civil Engineers (ASCE) and the American Society of Mechanical Engineers (ASME), have done much to promote the recognition of engineering monuments through the work of history and heritage committees and landmark designation programs. The problem is simply one of recognition. When people working in historic preservation have been made to realize that industrialization during the 19th century has left us some very interesting structures, they will nominate more to the National Register.

IA and the HISTORIC AMERICAN BUILDINGS SURVEY

Since 1933, HABS has gathered drawings, photographs and documentation for a national architectural archive. This archive located in the Library of Congress contains more than 30,000 measured drawings, 40,000 photographs, and 10,000 pages of documentation for approximately 13,000 historic buildings. Included in this archive are a significant number of engineering and industrial works since the HABS considered it their responsibility to record these types of structures. With the establishment of the Historic American Engineering Record in 1969, this responsibility has dimenished.

THE HISTORIC AMERICAN ENGINEERING RECORD

The Historic American Engineering Record is a rather unique organization. The HAER is the only government agency in the world established solely to document the industrial archeology of a nation. While the enclosed

brochure will provide background information on the program, I would like to elaborate on one particular aspect that is of special relevance to you - the HAER INVENTORY. The enclosed information on "How to Complete the HAER INVENTORY" is self explanatory. The Inventory is the important first step towards gaining recognition of an industrial and engineering monument. A completed inventory card will start the wheels in motion that may result in a particular structure being saved or at least documented prior to destruction. This, in essence, is the function of the HAER.

Please do not hesitate to write the Historic American Engineering Record, National Park Service, Washington, D. C. 20240, if you wish to participate in the INVENTORY or want further information on the program.