



Society for Industrial Archeology · Southern New England Chapter

Volume 1 Number 1 April 1980

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With the appearance of this first Newsletter, the Southern New England Chapter of the Society for Industrial Archeology begins a new stage in promoting the field of industrial archeology throughout New England. Until now the Chapter has sponsored meetings and tours of industrial sites in New England at least twice each year, and our numbers and enthusiasm have demonstrated that New England is truly one of the most vital centers of IA activity in the country.

However, even though we are united in our enthusiasm, most of us still are not aware of many of the IA-related events and projects occurring within the region, and many others find it difficult even to travel to the Chapter-sponsored activities. Consequently, in the beginning the Newsletter will have the

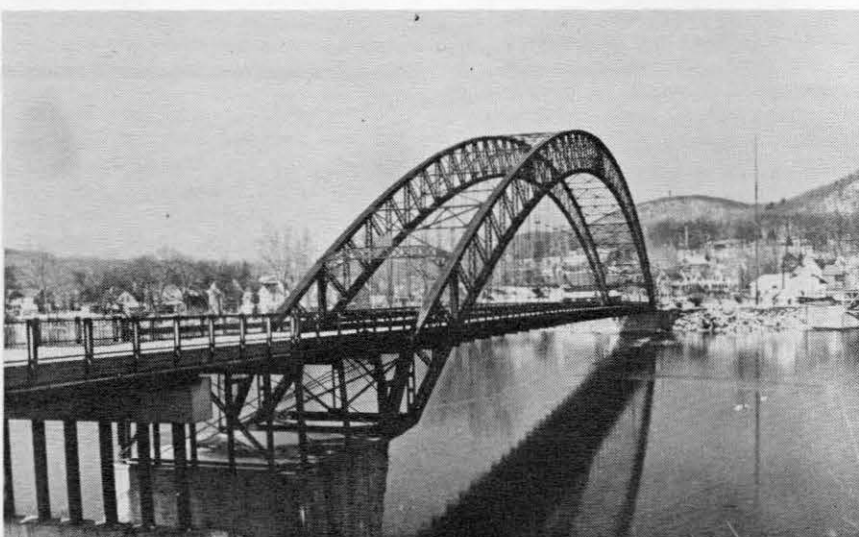
primary objective of better informing those persons already involved in aspects of IA. However, as time goes on it can become a mechanism whereby increasing numbers of people, including those in policy-making positions, can be made more aware of IA concerns and can be motivated to preserve and to record the still-standing evidence for our industrial heritage.

With each issue the Newsletter will have sections devoted to current research in each of the New England states; to announcements of meetings and new publications; to inquiries for information from those conducting IA research; and to any "crises" which threaten significant industrial remains in the region. Each Newsletter, beginning with the next issue, will also contain a short, featured article by a Chapter member. This may deal either with a re-

CALL TO ACTION!!!

See "Arch Bridge Update" on page 4.

Arch Bridge across the Connecticut River. Courtesy of Roger Brevoort.



search project or a broader theoretical or methodological concern, but must be relevant to IA as practiced in New England.

At the start the Newsletter will appear just twice each year, in April and October, but as membership and IA activities increase the Newsletter should also be able to expand in size and frequency of appearance. This will require that members and other interested persons all actively contribute to each issue. Only with everyone's participation and cooperation can this Newsletter effectively serve our needs and ensure the continued spread of interest in industrial archeology throughout the New England states. To this end, please remember that the next deadline for the submission of information to the Newsletter will be September 1, 1980! *David Starbuck*

SPRING MEETING 1980

The spring meeting of the Southern New England Chapter of the SIA will be on the third of May, and we will meet at 9:00 A.M. at the Old Town Hall in Mansfield, Connecticut. We will tour the Gurleyville Grist Mill, have lunch at the Mansfield Old Town Hall, and then have a Chapter meeting there in the afternoon. Major items of business will include the 1981 National SIA Meeting to be held in Hartford, Connecticut; the summer 1980 Vermont IA tour; and a volleyball game! (Come dressed for work.) *Michael Folsom*

SECRETARY'S REPORT

The Fourth Annual Meeting of the Chapter was held on Saturday, Nov. 10, 1979 at Mechanic's Hall in Worcester. After coffee and doughnuts, members were given a complete tour of the building by the manager. A product of the Mechanic's Institute movement of the mid-nineteenth century and a real wonder in its day, this classical hall on Worcester's Main Street had

fallen on hard times, even to the point of possible demolition. It has only now been restored through an exemplary community effort. The mahogany main stair leading to the original ticket kiosks is magnificent. The hall itself, ringed by portraits of the leading men of the age and claimed acoustically as second only to Symphony Hall in all of New England, is well worth a special trip. "Vaut le Voyage" as Michelin would say.

President Pat Malone opened the meeting at 11:00 and received the officers' reports. He then entertained nominations for the next year's officers, announcing that the new president would join him in running the remainder of the meeting. The following were then nominated: Mike Folsom (President), Matt Roth (Program Coordinator), Herb Darbee (Secretary), and Bill Goodwin (Treasurer). Despite pleas for further candidates, no other names were offered, and the unopposed slate was voted.

Mr. and Mrs. Robert W. Lovett were present, and Betsy Woodman and Steve Victor presented to Mr. Lovett, retiring Curator of Manuscripts and Archives at the Baker Library of the Harvard Business School, the Chapter's first Award of Distinction in recognition of his many services

to the cause. The award took the form of a certificate and a plaque. Mr. Lovett thanked the Chapter and spoke briefly of his contacts with IA over the years.

New business was then taken up, with President Malone appointing Robert Talbot to join Betsy and Steve on the Awards Committee. This is a standing committee although the award will not necessarily be made every year. David Starbuck proposed that the Chapter publish a regular Newsletter, to include minutes of the last meeting, presidential remarks, alarms, notes of activities, and accounts of work in progress. After some discussion as to format, David was appointed Newsletter Editor and authorized to commence work on the first issue.

The Chapter bank account now contains some \$1350, due almost entirely to the surplus from the 1978 Rhode Island Fall Tour. Ted Penn renewed his suggestion that the Chapter make a voluntary contribution to the national organization. This was discussed at length, and it was voted that \$200 to \$400 be contributed, the exact figure to be determined by the officers in light of other obligations. The meeting then moved to the dining area and resumed during an excellent buffet lunch.

The location of the spring

Editor

David R. Starbuck

Chapter Officers

Michael Folsom, President
Matthew Roth, Program
Coordinator

Herbert Darbee, Secretary
William Goodwin, Treasurer

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The Newsletter of the Southern New England Chapter of the Society for Industrial Archeology is published twice each year, in April and October, and receipt of the Newsletter is by membership in the Chapter.

The logo for the Newsletter was selected by Helena Wright and is a depiction from the Mechanics and Agricultural Fair Association (State of Louisiana), 1868.

The first issue was prepared with the help of Albert Gregory, Graphic Designer, and with much advice from Lawrence Gross and Michael Folsom.

meeting was discussed, with Matt Roth to investigate this further. Pat Malone announced that the national board has suggested Boston as site of the 1981 Annual Conference. He has resisted this, citing the complexity of Boston and the absence of HAER ground-work, and has suggested Hartford instead. Although the national organization will provide advance funds and mailing assistance, every past conference has been sponsored by an established local museum or historical society. Pat asked whether the Chapter was willing to provide the extensive volunteer effort required by a Hartford conference. It was voted that the Chapter would co-sponsor the conference if a joint sponsor could be found. Herb Darbee, Matt Roth and Steve Victor were appointed to investigate that possibility.

The meeting adjourned around 2 P.M. with most of the members then proceeding to the Ryder Museum of Gasoline Engines.
William Goodwin

PRESIDENT'S REPORT

Report: We have (and have not) followed up on several of the decisions made at the fall meeting in Worcester (see Secretary's Report):

1) Matt Roth, Steve Victor, and Herb Darbee have made the basic arrangements for holding the 1981 SIA National Meeting in Hartford. The National Board was pleased to accept our offer to host the meeting, and it approved Steve as Program Chairman for the meeting. Matt will give a report on this at the spring meeting of the Chapter.

2) The National Board was likewise pleased to receive a \$250 contribution from us, as voted at our last meeting.

and 3) We have not yet arranged to invest our \$1000 nest egg at a more lucrative interest rate.

At the last National Board Meeting, Ted Penn and I took the liberty of proposing that our Chapter also host the 1983 National Meeting in Boston,

with the proviso that an inventory of the industrial sites in the Greater Boston Area could be funded and completed by then. We continue to look into the possibilities, and I will have a report at our spring meeting. Vermont Summer IA Tour: Marcia and I will be glad to see you all at our place in Bethel, VT, over the weekend of 12-13 July. We will send out a separate mailing about this in May. Last year's format will be retained: the tour follows the University of Vermont IA Institute (7-11 July) and will be free-form. You provide your own transportation, and we provide an itinerary, indicating when sites will be open. No bus is provided, and there is no registration fee. All testimony from last summer's Vermont tour declares that this is an event not to be missed. (NB: Our place is for rent by the week this summer, if anyone would like to enjoy it for more than a weekend.)

Your president has stuck his neck far enough out to offer to deliver the opening paper at the Detroit National Meeting in May: "Industrial Archaeology as Anthropology." Any kind and/or erudite soul with thoughts on the matter is encouraged to offer your President aid and counsel on the matter.

Comment: Two recent disasters -- the burning of the Sterling Mills in Connecticut and the Dorchester Pottery -- found me and the Chapter members with whom I talked much at a loss to help. We are severely over-extended and under-informed. The Dorchester people needed a lot of help in salvage, and I was not able to get local SIA people out. We seem to have no one in the region who knows much of anything about potteries. I found someone in Columbus, Ohio whom we hope to get in on a consulting basis. Peter Schmidt (Dept. of Anthropology, Brown University) took the lead in dealing with the Sterling disaster as best he could. No SIA people were involved there. What does this mean?

See you at the spring meeting.
Michael Folsom

CALL TO ACTION!!!

Arch Bridge Update: Bellows Falls, VT - North Walpole, NH

Rehabilitation of the Arch Bridge (1905) moved one step closer to reality as Federal Highway officials recently concluded that feasible alternatives to demolition of this historic structure exist. In a letter from the U.S. Department of Transportation to the Deputy Federal Highway Administrator dated Feb. 11, 1980, Donald F. Mazziotti, Deputy Assistant Secretary for Policy and International Affairs, stated DOT's position on their review of the Draft Environmental Impact Statement and Section 4(f) determination for the replacement of the National Register-eligible Arch Bridge in Bellows Falls, VT - North Walpole, NH. DOT recommended that an expanded Alternative 4 be examined as a possible prudent and feasible alternative to the demolition of the historic Arch Bridge, thus affirming the conclusions found in the 1979 feasibility study of engineering and traffic alternatives sponsored by the SIA with the support of the National Trust for Historic Preservation and the Eva Gebhard-Gourgaud Foundation. To satisfy the Section 4(f) requirement, FHWA Region I and the New Hampshire Department of Public Works and Highways must now review the more comprehensive approach embodied in expanded Alternative 4 which includes the planning and development concerns of the area, as well as transportation and historic preservation objectives.

Expanded Alternative 4 would include rehabilitation of the Arch Bridge for light vehicle loads and would serve local traffic needs. A new, girder-type span would be built upstream with roadway and approach improvements tying it to a future realignment of NH Route 12. This structure would carry all regional and through truck traffic and eliminate congestion from Bellows Falls Square and

NEW MEMBERS SOUGHT

The Southern New England Chapter of the Society for Industrial Archeology is a small but active group, eager to grow and to accept new members!

If you would like to join and receive the Newsletter and other benefits of membership, please send your check for \$3.00 (one year) to:

William Goodwin
Treasurer, SNEC-SIA
8 Wolcott Terrace
Winchester, MA 01890

Your support of the Chapter and its activities will help the continued growth of the Newsletter.

is needed immediately! Letters from local citizens, SIA members and the general public should be directed to:

Neil Goldschmidt
Secretary of Transportation
U.S. Dept. of Transportation
Washington, D.C. 20590

Robert F. Crecco
Office of Environmental Affairs
U.S. Dept. of Transportation
Washington, D.C. 20590

John Clements, Commissioner
New Hampshire Department of
Public Works and Highways
John O. Morton Building
106 Loudon Road
Concord, N.H. 03301

Hugh J. Gallen, Governor
New Hampshire State House
North Main Street
Concord, N.H. 03301

Richard Snelling, Governor
Vermont State House
State Street
Montpelier, VT 05602

Senator Patrick Leahy (VT)
232 Russell Senate Office
Building
Washington, D.C. 20510

Senator John Durkin (NH)
3321 Durksen Senate Office
Building
Washington, D.C. 20510

Rep. James E. Cleveland (NH)
Rayburn House Office Building
Washington, D.C. 20515

densely residential North Walpole, both potential National Register Historic Districts. DOT calculated that expanded Alternative 4 would cost virtually the same (\$9.1 million) as demolition and replacement of the Arch Bridge (\$9.0 million).

Christopher W. Closs, a planning consultant who directed the 1979 feasibility study with the SIA while serving as Preservation Planner with the New England Regional Office, has been retained by the National Trust's Northeast Regional Office to re-activate private sector support for the project now that it has emerged from review with favorable federal support. Local support for expanded Alternative 4 will be developed through a series of local informational meetings and the development of a citizen's steering committee. An Arch Bridge Project newsletter is scheduled for release shortly. The Arch Bridge has been closed to all traffic since 1971. Public pressure to re-establish this critical transportation link between the two communities is expected to influence New Hampshire highway officials to adopt the rehabilitation solution. Rehabilitation of the Arch Bridge will take approximately 2 years while demolition of the structure and construction of a new bridge could consume up to 4 years.

For New Hampshire, rehabilitation of the Arch Bridge would be a progressive step and could represent the nation's first opportunity to utilize the austerity-conscious Surface Transportation Assistance Act of 1978, legislation which for the first time provided federal matching monies for the rehabilitation of existing state-aid highway bridges. To date, although \$1.1 billion was appropriated for 1980, none of these funds have been expended for the rehabilitation of historically-significant bridges which would remain on the state-aid maintenance system.

Expression of public support for DOT's expanded Alternative 4

CURRENT RESEARCH IN NEW ENGLAND

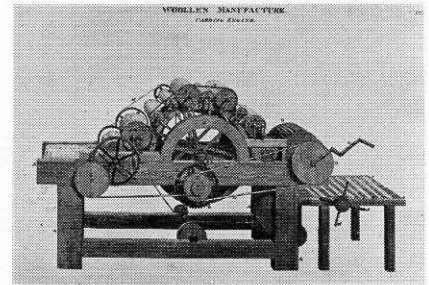
CONNECTICUT

Phoenixville: Old Sturbridge Village has recently conducted a multidisciplinary multiple resource survey of the early industrial village of Phoenixville, Connecticut under the direction of John Worrell, Old Sturbridge Village Staff Archaeologist. Nearly one hundred features and sites have been located and documented in the vicinity of the crossroads community on the Still River in the town of Eastford. The investigation integrated the techniques of walkover survey, transit survey, the review of aerial photos, historic maps, dozens of old photographs from private collections, subsurface sampling, and extensive deeds and documentary research. Remnants of ten dams and their attendant hydrological features which powered at least thirteen mills at one time or another during the late 18th and 19th centuries have been identified.

At the beginning of the 19th century, two brothers from Providence joined with four local residents to form the Sprague manufacturing company and built a textile mill along with several supporting features. By 1821 they had sold out to a new company, the Phoenix Milling Company, which added workers' housing and a three-story stone cotton mill. The latter still stands and will be moved and restored as the centerpiece of Old Sturbridge Village's proposed industrial village.

Historian/technologist Ted Penn, anthropologist/archaeologist Linda Ammons, surveyor/cartographer Jim Blackaby, geographer Will Gates, photographer Bruce Elliott, and several other members of the Old Sturbridge Village archaeology, research and curatorial staffs joined in the project which was partially funded by the Connecticut Historical Commission through a United States Department of the Interior grant. Central to the ensuing report

Card for Woolen Manufacture.
Courtesy of Larry Gross and
the Merrimack Valley Textile
Museum.



is a cultural resource map identifying all of the located features as well as roads, property boundaries and land-use alterations. Another map series utilizes overlays to locate and describe all changes by period through the mid-19th century. Following that time all activity effectively ceased, the landscape remaining unchanged until well into the present century. Several auxiliary maps and charts have been developed to illustrate hydrology, soils and typography, commercial features, and other aspects of community structure and change.

This is intended to be a long-term research project which now moves on to more intensive investigation, documentation and excavation. Old Sturbridge Village will conduct a Field School at the site this coming summer. *John Worrell*

Hamden: The Eli Whitney Museum project now appears to be very close to acquiring the use of the now-vacant Heany Industries factory of about 1890 for Museum use. The title will be transferred from the New Haven Water Co. to the State of Connecticut, thence to the Town of Hamden, who will make a long-term lease with the Museum.

The grant from the National Park Service for restoration of Whitney's barn has still not been received by the Museum, because of indecision about title and lease lines, even though the work has been complete for nearly two years.

This past year, the president of the Museum arranged for a replica of Ithiel Town's original truss bridge to be built across the Mill River on the existing Whitney-era piers. The materials were largely donated (lumber being provided by the Water Co.), and the labor was provided by the students from the Eli Whitney Technical School, a local regional high school which trains artisans. (We are quite aware that Town's bridge, although nearby, was never in that particular location.)

Funds are now being raised by the directors of the Museum, largely through the proceeds of the manufacture and sale of a limited edition reproduction "Scotch pistol."

In spite of various difficulties we are hopeful that the Eli Whitney Museum will become a reality in the near future. *Herbert M. Noyes, Jr.*

MAINE

Antique Woolen Card Discovered:

The staff of the Maine State Museum has discovered the earliest woolen card to appear in years, the oldest-known card outside a museum. Paul Rivard, Director there, called Larry Gross, Curator, Merrimack Valley Textile Museum, to inform him of the find and to discuss datable features ("Look for, but do not expect, wooden arches.") A second visit by his staff (Sheila McDonald) returned reports of wooden arches ("Eureka!"), square shafts, and other attractions. Gross soon set off on a ten-hour ride to northern Maine where he, Rivard, and McDonald met the owner and crawled over the card, which last operated in the 1960's.

Actually two cards joined to form a double breaker, it presented a comparatively pristine view of a machine of the period ca. 1830. While no maker's marks were found, it does not appear to be a Scholfied card, as first suggested. However, there seems little reason, given the disfavor into which the great person theory of history has fallen, to value or devalue historic artifacts by that criterion. This machine represents a significant addition to our knowledge of early machine construction by increasing known examples from the period by as much as 10%. Through further careful study it will help us develop an improved understanding of historic techniques of construction and textile production.

The owner also has a late 19th century buckwheat mill

(Oliver Evans-style, sort of) which he would part with for a price. Examination provides an opportunity to visit the beautiful St. John River Valley.

Larry Gross

MASSACHUSETTS

Middlesex Canal: Between May and November, 1979, Industrial Archeology Associates surveyed the Middlesex Canal for the Canal Commission and area planning councils, a project funded by the Massachusetts Historical Commission. Mike Folsom and Larry Gross were joined in I.A.A., on a consulting basis, by Pat Malone. Cartographic research and mapping were handled by Bill Stokinger of the Brown University Public Archeology Laboratory, in consultation with Peter Thorbahn.

The purpose of the survey was to provide those involved with the information needed to plan future development of the Canal for educational-recreational use, as well as to avoid adverse impact. Sadly enough, the Canal had never been accurately located on modern maps.

A pre-foliage helicopter overview led Folsom to question the desirability of this type of work but revealed contours hidden at ground level. Library research proved the most valuable, with early 19th century surveys and field notes leading to corrections of all previous efforts in this area. In general our experience in approaching this survey bore out a central precept of historical archeology: sharp and exhaustive archival research can often accomplish more than field testing and at a fraction of the cost. In the absence of these documents, a prohibitively expensive and impractical program of excavation would have been required. Instead, we were able to confine most of our field work to: 1) confirmation and elaboration of what records indicated; 2) determination of the relationship between Canal features and modern topography

and the built environment; and 3) consideration of the condition and potential use of visible features. The assistance of local representatives of the Canal Commission also proved invaluable.

Careful comparison of early surveys and presently identifiable features, after compensating for the shift in the declination of magnetic north from true north over 150 years, revealed discontinuities stemming from errors in both original and historical accounts. Locational correctives are of obvious benefit to modern planners.

Also discovered were extensive accounts and descriptions of building materials and techniques which will facilitate interpretation, preservation, and restoration of the Canal. I.A.A. recommended study of the Canal and its significance in area schools, public designation through various signage, further study of associated structures, further cartography, and development of a variety of interpretive projects based on materials discovered and identified.

This project represents a welcome attempt to use historical research to serve modern planning and preservation needs. The report presents an opportunity to develop the historical connections to daily life without which we will succumb to the culture of narcissism.

Larry Gross

South Hadley: An archeological survey was conducted of the South Hadley Canal System (1792-1856) between October 1978 and January 1979, and the final report is now nearing completion. The team consisted of Michael Folsom, Project Director (MIT), David Starbuck, Project Archeologist (UNH), David Lacy, in charge of field monitoring and recording (U. Mass.-Amherst), and Steve Dunwell, Photographer. The survey was necessitated by the impending installation of a 30" sewer interceptor along the bed of the original canal, and the survey required monitoring construction activity

(so as to document industrial features prior to destruction); photographing industrial remains; and preparing measured drawings of the plan, profiles, and especially the lock gates of the Canal. The section of the Canal which was studied represented the first in a series of five lock gates which permitted travel around the South Hadley Falls on the Connecticut River. *David Starbuck*

Waltham: With characteristic bravado and legerdemain, Mike Folsom has pulled together -- and hopes to pull off -- a complex of projects in the interpretation of industrial history and historic sites which are destined to change utterly the face of IA in the Boston area, if he doesn't fall flat on his face! In very brief:

Charles River Historic Industries, Inc., has been founded to develop industrial museums, exhibits, research projects, etc. in this area. It has extremely strong backing from the industrial corporations in Waltham and is taking advantage of all the expertise, cooperation, and support it can get from Slater Mill, the Merrimack Valley Textile Museum, and the Lowell National Historical Park organization.

We have applied for a substantial NEH grant to build an exhibit on the history of the Boston Manufacturing Company (BMC) in Waltham, to be mounted in the public areas of the elderly housing development into which the BMC complex is rapidly turning.

As a part of the rehabilitation of the BMC buildings, a huge 1911 boilerhouse and the adjacent 1901 steam engine house are being given to us (all structural and mechanical systems brand new) for free, and we are going to build a museum of industry there. We would like to hear about objects and collections in search of a tax-deductible home and would love to talk to anyone in the Chapter interested in helping out.

It is going to be an A-1 whizbang megabuck affair, starting

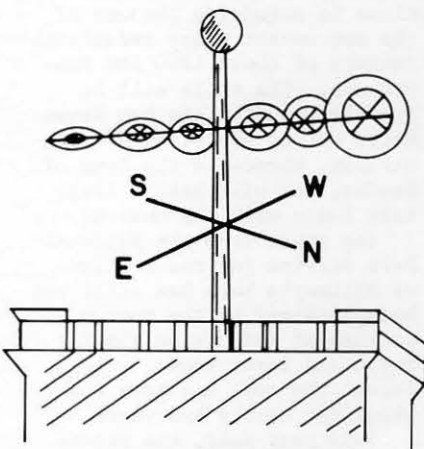
with and featuring an Amoskeag steam fire engine, returned to working order by none other than our own John Bowditch.

Many more details in future Newsletters. *Michael Folsom*

Old Hopkinton: The Old Hopkinton Village Corporation is commencing the restoration of an old water-powered sawmill in that town and probably could use some historical help. The mill operated an up-and-down sawmill for many years. (The saw is now located in a restoration in Rhode Island.)

Albert Daloz

Newburyport: A distinctive "Gear-Train" weathervane that once crowned the south tower of the former James Steam Cotton Mill located on Water and Charles Streets in Newburyport, Massachusetts, was stolen in January or February of 1980. The



vane was made of metal that looked like brass and probably dated from the construction of the factory, ca. 1845. It represented Newburyport's only period industrial weathervane, and it was a symbol of the time when four or five steam-powered cotton mills reactivated the economy and life of this once proud maritime commercial port. Please be on the lookout for this weathervane. Contact *Betsy H. Woodman*, 617 462-9522.

Lowell: An historical, architectural, and archeological resources inventory of the Lowell National Historical Park and Preservation District was recently completed by the Boston architectural firm Shepley Bullfinch Richardson and Abbott. The inventory recorded current and historical information on all 900 properties within the Park and District boundaries and prepared detailed research reports on about 200 of the more important sites, including the canal system and all the major industrial complexes. The fourteen volumes (nearly 4000 pages) of the inventory are available at the Lowell Park office, the Lowell City Library, the University of Lowell Alumni-Lydon Library, the Library of Congress, and other locations. The 200-page summary report will be distributed more broadly.

Edward Zimmer directed the project for Shepley Bullfinch. Anne Booth, Brian Pfeiffer, Anne Grady, Edward Gordon, Mickail Koch and Ellen Lipsey were the principal staff members. Edward Rutsch and Michael Gimigliano of Historic Conservation and Interpretation, Inc. served as archeological consultants, and Pauline Carroll contributed on the canal system. *Edward Zimmer*

Lowell (cont.): The above survey was conducted through a contract with the Division of Cultural Resources, North Atlantic Regional Office, National Park Service. A one-volume report (referred to above by Zimmer) summarizes the inventory of cultural resources for the District and Lowell National Historical Park, and presents a discussion of the roles women and various ethnic groups played in industrial enterprises. The inventory forms and accompanying research reports include over 3,700 pages of information on 895 properties in twelve volumes. The report discusses and assesses goals and methods of the inventory, prehistoric and historic land use, and the area's potential for archeological research. Principal interpretation deals with urban, industrial development, stressing such resources as canals, mills, factories, street patterns, and boarding houses. Of the inventory forms and research reports, five vol-

umes are of particular interest to industrial archeologists. These are reported in alphabetical order:

Lowell National Historical Park and Preservation District, Cultural Resources Inventory: Report.

Lowell National Historical Park and Preservation District, Cultural Resources Inventory, Inventory Forms and Research Reports, Industrial: Appleton Manufacturing Company through Bridges.

Lowell National Historical Park and Preservation District, Cultural Resources Inventory, Inventory Forms and Research Reports, Industrial: Chase and Faulkner Mills Site through Lawrence Manufacturing Company.

Lowell National Historical Park and Preservation District, Cultural Resource Inventory, Inventory Forms and Research Reports, Industrial: Lowell Machine Shop Site through Massie Falls Industrial Site.

Lowell National Historical Park and Preservation District, Cultural Resource Inventory, Inventory Forms and Research Reports, Industrial: Merrimack Manufacturing Company Site through Whipple's Mills and Wamesit Canal.

Copies of the above reports soon will be available through the Acquisition Office of the National Technical Information Service, U.S. Dept. of Commerce, Springfield, VA 22161. *Francis P. McManamon*

and-down sawmill for many years. (The saw is now located in a restoration in Rhode Island.) *Albert Daloz*

NEW HAMPSHIRE

NH State Historic Preservation Office, Concord:

TAX INCENTIVES APPLY TO IA:

The Tax Reform Act of 1976 is showing itself to be an important catalyst to the recognition and reuse of industrial properties. Section 2124 of the Tax Act provides incentives for rehabilitation of income-producing properties which are

listed on/or eligible for the National Register of Historic Places. It also encourages protection of archeological resources through donation of conservation easements and related charitable donations.

There are two elements which enable a property owner to take advantage of the Tax Act:

1) The property involved must be a "certified historic structure." This includes properties which are listed individually on the National Register as contributing to the significance of a National Register historic district, or which contribute to the significance of a local historic district certified by the Secretary of the Interior.

2) The rehabilitation must be certified as being consistent with the historic character of the property or the district in which the property is located.

Owners may amortize capital expenditures associated with rehabilitation over a 60-month period or, as is the case with substantial rehabilitated property, may depreciate the property as if they were the original owner. Both these provisions apply to rehabilitation expenditures incurred between June/July 1976 and June/July 1981.

In New Hampshire a number of Tax Act rehabilitations of industrial buildings are underway:

Ashland: The Ashland Grist Mill, constructed in 1903, combines the building technologies of the 18th and 19th centuries. The dam associated with it is also being rehabilitated as a low-head hydro generating facility.

Campton: The Erastus Dole Mill is the last occupied water-power site of nine which lined the banks of the Mad River in Campton. First established as a wool carding mill in 1826, it continued in different aspects of the woolen and clothing industries until 1965. It will now be adapted for mixed commercial use.

Franklin: The River Bend Mill is a two-story brick struc-

ture with cut granite foundation and detailing. Constructed in 1895, it was one of the earliest hydro-electric plants to be constructed in the area. The mill also housed the Franklin Electric Light and Power Company and the Mayo Knitting Machine and Needle Company. Rehabilitation plans include retrofitting the electric generation capability and utilizing the building for mixed commercial, office, and light industrial use.

Rollinsford: In early 1978 Damart, Inc. of Portsmouth purchased Mill #2 of the Salmon Falls Manufacturing Company. This distinctive six-level brick building, associated with the textile industry from its construction in 1848, will continue as such with a slightly different twist. Damart, a leading manufacturer of insulated clothing, is using the building as a warehousing, shipping, and stocking terminal.

The Tax Reform Act provisions for rehabilitation are being administered jointly by the Heritage Conservation and Recreation Service and state historic preservation programs. For more information, contact your State Historic Preservation Officer.
Christine Fonda

State Historical and Industrial Survey: David Starbuck and W. Dennis Chesley of Archaeological Research Services (UNH) have begun a state-wide inventory of New Hampshire's historical and industrial resources. This long-term project is intended to document all above- and below-ground industrial structures in the state, as well as all historical archeological sites. Preliminary stages of the study are focusing upon existing site files and the development of survey methodology, but future research will include reviewing town histories, conducting walkover surveys, and preparing photographic and map documentation.

This work is being carried out under terms of an agreement between the New Hampshire State Historic Preservation

Office and the University of New Hampshire. *David Starbuck*

New Hampshire Railroad Survey:

The Institute for New Hampshire Studies at Plymouth State College is conducting a preliminary investigation for an architectural survey of the existing railroad structures in New Hampshire. This survey will include the documentation of passenger and freight stations, bridges, tunnels, and other railroad structures and features with architectural significance. A preliminary report is being prepared for May 1, 1980 to assemble information on station and feature locations, survey logistics, and survey operations. More information is needed about the locations of features and structures along non-surviving railroad beds, especially those not included in the 1975 Public Utilities Commission Railroad Plan. Background information on individual stations, including the dates of construction and use, the builder, and the present status of the building is also being sought. The survey, tentatively scheduled

for 1981, will document railroad architecture through photographs, drawings and written descriptions.

Those with information pertaining to New Hampshire railroads or with knowledge of similar surveys are encouraged to contact the Institute at the following addresses:

Before May 1, 1980 contact Quentin Blaine, 202 Babcock, University of New Hampshire, Durham, N.H. 03824 (603 868-9832).

Later information may be addressed to Dr. William Taylor, Institute for New Hampshire Studies, Plymouth State College, Plymouth, N.H. 03264.

Quentin Blaine, William Taylor

Canterbury: The University of New Hampshire has now finished the second field season of an interdisciplinary project at Shaker Village in Canterbury, New Hampshire. The project, formerly under the auspices of Boston University, is cosponsored

Dam on Turning Mill Pond in Canterbury. Courtesy of David Starbuck.



by Shaker Village, Inc. and is being funded by the Grant in Aid Program of the New Hampshire State Historic Preservation Office, matched with donated services, space, and equipment by the project sponsors.

The long-term objectives of the project are to: 1) compile background documentation covering all aspects of the Village and dealing chiefly with its physical remains; and 2) prepare a planning document recommending future directions that the Village can take.

In the 1979 field season the emphases were placed upon continuing the surface mapping of the Village, preparing historical overlay maps for the modern-day base maps, and preparing historic structure reports and conservation recommendations for the standing buildings at the Village.

Industrial aspects of the project include intensive study of the Village's extensive pond and mill system, dating from the beginning of the 19th century up until the present. The Canterbury Shakers had created a series of man-made ponds, fed by a two-mile-long ditch, with water gradually flowing downhill through the system (from north to south). The water was continuously reused, powering the turbines in the mills on each successive pond.

The project is under the direction of David Starbuck (UNH), and architectural research at the Village is under the direction of Richard Candee (Kittery, Maine). Consulting on the waterpower system was provided in the summer of 1979 by Theodore Z. Penn (Old Sturbridge Village). *David Starbuck*

Temple: Field work at the New England Glassworks, the site of New Hampshire's oldest glass factory (1780-1782), was completed in 1978 after four years of intensive excavations by Boston University. The work completely exposed the remains of the massive glasshouse, several workers' cabins, industrial

and domestic dumps, and other special-purpose features. The excavation results, coupled with on-going artifact analysis, should reveal a great deal about 18th century American working and living conditions.

The research was funded by the New Hampshire State Historic Preservation Office in the form of a series of Grants in Aid from the Heritage Conservation and Recreation Service. Final reports are in preparation by the project directors, David Starbuck (UNH) and Frederick Gorman (Boston University), and will be submitted to the NHSPO in 1980. *David Starbuck*

Derry: One of the more unique historic properties administered by the State of New Hampshire is the Taylor Mill situated within Ballard State Forest at Derry, New Hampshire.

The following description has been prepared by the Department of Resources and Economic Development, Division of Forests and Lands: "Robert Taylor, for whom the mill is named, bought this property in 1799 and began operating an "Up and Down" sawmill similar to the current one about 1805. This original "Up and Down" sawmill was operated until after the Civil War when it was converted to a circular sawmill. Records indicate there was also a grist mill on or near this site.

The original mill, for the most part, had been sold for scrap when Ernest R. Ballard purchased the property in 1939. Mr. Ballard searched extensively over much of the New England area for another "Up and Down" sawmill and finally found one, as sometimes happens, right next door in Sandown owned by Dan Hoit. The mill, stored under a barn, had been disassembled fifty years earlier. Mr. Ballard paid \$180.00 for it, and he and his wife spent the better part of two years assembling it and finding the necessary parts to put it in operating condition.

Unable to get an original wooden water wheel and learning

of the astronomical expense of getting another built by hand, Mr. Ballard purchased the present water wheel from a firm in Hanover, Pennsylvania, the Fitz Water Wheel Company, for \$3,000. The wheel is six feet wide, 12 feet in diameter, weighs about 1,800 pounds and has 40 buckets.

This saw cuts a twelve foot log up to 28 inches in diameter. The mill is operating at about 60 strokes a minute. The log carriage feeds the saw at about 3/8" per stroke. Records indicate that other similar mills were capable of sawing logs 38 feet in length and of substantially larger diameter than the capacity of the Taylor Mill.

This entire property, including mill, the house nearby, and 85 acres of land, were very generously donated to the State of New Hampshire in 1954."

Demonstration sawings are being planned for July 4, 5, 20; August 10; and Labor Day Weekend, 1980. Those interested in attending should call or write the New Hampshire Department of Resources and Economic Development, Division of Forests and Lands, Box 856, Concord, N.H. 03301 (603 272-2214) prior to making travel arrangements in order to confirm the date and time of their visit. *W. Dennis Chesley*

Merrimack River Navigation Canals:

Archaeological Research Services of the University of New Hampshire is presently researching 18th and 19th century navigation canals on the Merrimack River in New Hampshire. The project, being carried out in cooperation with the New Hampshire Archeological Society and the New Hampshire State Historic Preservation Office, is intended to provide data sufficient to prepare a Thematic Group Nomination to the National Register of Historic Places.

A preliminary study of this transportation network has already been assembled by Walter and Linnea Silver of the New Hampshire Archeological Society. Their work has indicated the existence of locks and canals

at various New Hampshire locations, including Sewall's Falls, Turkey Falls, Garvin's Falls, Hooksett Falls, Amoskeag Falls, Goffe's Falls, and others. Through these canals, water travel became possible from Boston as far north as Penacook, New Hampshire.

Grandiose schemes allied with/and attendant upon the venture were plans for model cities and great mills along power canals branching out from the parent transportation system. Such dreams of progress never materialized, largely as a result of competition from the railroads. According to the Silvers, "the more leisurely pace of river travel died a quick and youthful death. The intervening years were nonetheless historically exciting and fruitful."

Project background research to date has focused on secondary and tertiary sources, primarily local histories. Primary sources, including old photographs, plans, maps, ledgers, and journals, are next to be inventoried and utilized.

Persons having knowledge of/ or access to such materials are encouraged to contact W. Dennis Chesley, Archaeological Research Services, University of New Hampshire, Durham, N.H. 03824. *W. Dennis Chesley*

RHODE ISLAND

Exeter and Richmond: During the summer of 1979 the Rhode Island Historical Preservation Commission undertook the first systematic survey of rural mill sites in Rhode Island under the direction of Geoffrey Moran. Myron Stachiw (American and New England Studies Program, Boston University) and Steven Cole (Massachusetts Historical Commission) were hired for the summer to survey, research, field map, and prepare National Register nomination forms for mill sites in Exeter and Richmond, two towns in southwest and central Rhode Island. Although considerable survey effort and academic or institutional research has been devoted

to the state's major industrial communities and extant structures, the phenomena of rural mill development had been virtually ignored. This past year's investigations focused on the Sodom, Fisherville, Hallville and Dawley mill complexes on the Queen River drainage, two smaller mill sites on Parris Brook in western Exeter, and the former industrial village of Hillsdale on the Beaver River in Richmond. Many of these mill sites represent earlier grist and sawmills that were converted to textile production in the first half of the nineteenth century. Other locations feature impressive engineering solutions to create a head of water in unfavorable topography. All were casualties of the panic of 1873 and continue to exist only in the archeological record. In February of this year the National Register Review Board recommended that these sites be nominated to the National Register, thus establishing a baseline for the continued preservation and further study of this important category of cultural resource. *Geoffrey Moran*

VERMONT

University of Vermont 1980 Historic Preservation Summer Institute: The University of Vermont's Historic Preservation Summer Institute consists of a series of workshops and courses, each focusing intensively on a particular aspect of the interpretation and management of America's built environment. Laymen as well as practicing professionals, teachers and community leaders may make application for all or part of the Institute's program offerings, which, along with the Summer School's related courses in architecture, material culture, and environmental affairs, offer the opportunity for a comprehensive, individually-tailored program of preservation studies. The major com-

ponents of the Historic Preservation Summer Institute -- The Architectural Conservation Workshop; The Industrial Archeology Institute; as well as the course in Historic Preservation and Land Use Planning, are sponsored by the University of Vermont's Program in Historic Preservation and share its traditional commitment to excellence and innovation. The Institute's faculty and guest lecturers are comprised of individuals who have achieved national recognition within the profession for their various contributions to the practice and philosophy of contemporary historic preservation.

Vermont, with its mix of outstanding rural and urban environments and wealth of high-style and vernacular architecture from all periods, provides a valuable learning resource for Institute participants. A leader in the development of effective statewide land use and historic preservation legislation, Vermont is also distinguished for a tradition of small-scale, accessible town government. These and other factors combine to make the entire state a unique laboratory for the study of historic preservation.

Courses include: HP 202C INDUSTRIAL ARCHEOLOGY INSTITUTE. July 7-July 11, 9:00 A.M.-12:00 Noon and 1:00 P.M.-5:00 P.M. The IA Institute is designed to instruct participants to recognize and evaluate the historic works of America's engineers and industrial entrepreneurs. Using sites and structures representative of Vermont's technological heritage, students will learn techniques of documentation and recording under the direction of several of the country's leading industrial archeologists. Site visits, field recording, lectures, and discussions will constitute an intensive week-long experience. 2 credits.

For registration materials for the Historic Preservation Summer Institute please contact:
Summer Session
Grasse Mount

University of Vermont
Burlington, VT 05405

HELP WANTED

Norton Company Steam Pump: The Norton Company is still hoping to find a suitable home for a 1915 Underwriter's steam pump -- 1500 gallons per minute. This is available at no cost to the right home.

Also, I have some other machinery that I am seeking homes for -- if interested, please let me know. Call Philip Platt at Norton Company (853-1000, Ext. 2904).

Dodg'em Cars: If you know of any "Dodg'em" car installations still intact in amusement parks in your area please contact me. (Any photographs of/or including Dodg'em cars or signage would also be appreciated.) Thanks.

Contact Betsy H. Woodman, Architectural/Industrial Historian, Historic Resources, 20 Inn Street, Newburyport, MA 01950 (617 462-9522).

New Hampshire Railroad Survey:
See "Current Research: New Hampshire."

Merrimack River Navigation Canals: See "Current Research: New Hampshire."

MEETINGS AND ANNOUNCEMENTS

SNEC Spring Meeting: May 3, 1980.
See "Spring Meeting."

SIA National Meeting: The 9th Annual Conference of the Society for Industrial Archeology will meet in Detroit, Michigan from May 29-June 1, 1980. For information on registration and fees please contact Rosemary Papp, Crafts and Presentation, Henry Ford Museum, Dearborn, Michigan 48121.

Rivers Day Celebration: May 31-June 1, 1980. The Merrimack River Watershed Council is sponsoring a "Rivers Day Celebration" and there probably will be an

historical tour of the canals in Lowell.

Old Sturbridge Village Summer Field School: June 30-August 15, 1980. The fourth Old Sturbridge Village Field School in Historical Archaeology will provide students with a comprehensive, first-hand involvement in the historical and material culture of the early 19th century, as well as with the methods and techniques of field archaeology.

Students will spend the first week at Old Sturbridge Village, a major outdoor museum recreating a rural New England community of the years 1790-1840. Working with research, curatorial and interpretation specialists, students will be acquainted with the culture and artifacts of the historical period through lectures, workshops, directed tours, problem-solving simulations and experimentation.

Six weeks will be devoted to the investigation of historic Phoenixville. Using a multidisciplinary approach to studying landscape, community structure and material culture, the Field School will trace how the early agrarian neighborhood became industrialized. The entire community retains excellent integrity for archaeological recovery. Students will be involved in excavation, survey, measured drawing, conservation and other field, lab and recording activities, working with archaeologists selected for both their professional competence in the field and as teachers. The project will be based at Pomfret School, with access to work and recreational facilities. The Field School is directed by Dr. John Worrell, OSV Archaeologist, who has extensive field and classroom experience and was the founding director of the Joint Archaeological Expedition to Tell el-Hesi, Israel, an international field school.

Costs: Tuition \$300 (includes all fees, materials, daily transportation and Museum privileges). Food and

lodging at Pomfret School are available at \$425. Participation will be limited to 25 students. Applications should be received by May 1.

For further information and application forms contact John Worrell, Archaeologist, Old Sturbridge Village, Sturbridge, MA 01566.

Textile History Conference: The Merrimack Valley Textile Museum is planning a conference on the economic, technological, and social aspects of textile history to be held November 21-23, 1980. For further information and to be placed on the mailing list for registration later in the year, write Textile History Conference, Merrimack Valley Textile Museum, 800 Massachusetts Avenue, North Andover, MA 01845.

University of Vermont 1980 Historic Preservation Summer Institute: Industrial Archeology Institute, July 7-11, 1980. See "Current Research: Vermont."

Vermont Summer IA Tour:
July 12-13, 1980. See "President's Report."

CONTRIBUTORS TO THIS ISSUE

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RECENT PUBLICATIONS

Dublin, Thomas. Women at Work: The Transformation of Work and Community in Lowell, Massachusetts 1826-1860. New York: Columbia University Press.

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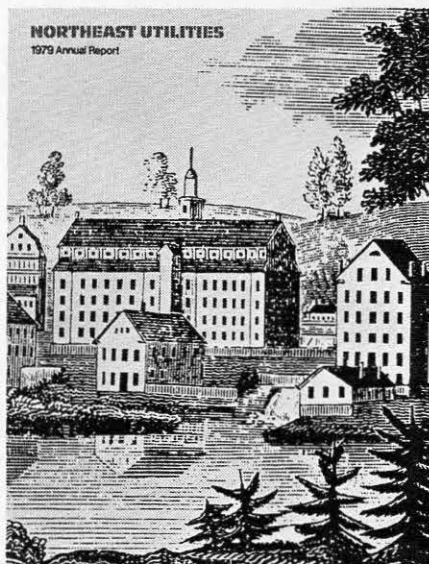
Hareven, Tamara K., and Randolph Langenbach. 1978. Amoskeag: Life and Work in an American Factory City. New York: Pantheon Books.

Horner, George R. 1979. The Excavation of the Glass Furnace in Quincy, Massachusetts. In Bulletin of the Massachusetts Archaeological Society, Vol. 40(2):27-39.

Hunter, Louis C. 1979. A History of Industrial Power in the United States, 1780-1930. Volume One: Waterpower in the Century of the Steam Engine. Charlottesville: University Press of Virginia.

Smith, Norman. 1980. The Origins of the Water Turbine. In Scientific American, Vol. 242(1):138-148. January.

Starbuck, David R. 1980. Industrial Archaeology: World Systems and Local Engineers -- Workshop Report. In Proceedings of the Conference on Northeastern Archaeology, edited by James Moore. U. of Massachusetts, Amherst. pp. 179-187.



The Industrial Revolution has Meaning for Modern-day Industry! Northeast Utilities, which furnishes electric service to portions of Connecticut and western Massachusetts, has adopted this 1836 wood engraving for the cover of its 1979 Annual Report. The original, depicting a "typical manufacturing establishment," appeared in Connecticut's Historical Collections published by John W. Barber of New Haven.

MEMBERSHIP APPLICATION

To apply for annual membership in the Southern New England Chapter of the Society for Industrial Archeology please fill out the following form. Membership automatically includes a subscription to the Newsletter.

Make checks payable to:
Southern New England Chapter,
Society for Industrial Archeology
and mail to: William Goodwin
Treasurer, SNEC-SIA
8 Wolcott Terrace
Winchester, MA 01890

____ Individual \$3.00 U.S.

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Name: _____

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