



## Society for Industrial Archeology · New England Chapters

VOLUME 7 NUMBER 2 1987

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The Newsletter is jointly sponsored by the Southern and Northern New England Chapters of the Society for Industrial Archeology. This issue was typed and printed by The Printed Word, Inc. of Concord, New Hampshire.

### CONFERENCE ON N.E. INDUSTRIAL ARCHEOLOGY TO BE HELD

On February 6, 1988 the Northern and Southern New England Chapters of the Society for Industrial Archeology are co-sponsoring a meeting at Plymouth State College, Plymouth, New Hampshire, to provide the opportunity for members and others to present papers, research in progress, recording projects, and other appropriate presentations regarding their work in New England and elsewhere.

This is the first of what we anticipate will be an annual event in New England where members, friends of the SIA, industrialists, and others will have the opportunity to present information to an audience of peers who share an interest in industrial archeology. Other than the annual meeting of the SIA, few opportunities exist in New England for such activities.

We need your help to make it happen! Please send your proposals for presentations to Peter Stott, P.O. Box 356, Newton Highlands, MA 02161. Proposals should be received no later than December 20, 1987.

The tentative program schedule on February 6 will begin at 9:30 with registration and coffee. Presentations will commence at 10:00 and run until noon or 12:30. After a break for lunch the afternoon session will run between two and two and one-half hours.

For information on the final program and the schedule for the

conference, contact William L. Taylor, Institute for New Hampshire Studies, Plymouth State College, Plymouth, NH 03264. We anticipate that the meeting announcement will be in the mail early in January with full details regarding location, the day's schedule, registration costs, and possible accommodations.

We look forward to seeing you in Plymouth, NH, on February 6.

William L. Taylor  
Plymouth State College

### EDITORIAL

All members are urged to attend the upcoming industrial archeology conference to be held at Plymouth State College (Plymouth, New Hampshire) on February 6, 1988. We've all been aware of the success of the annual conference that is sponsored by the Roebbling Chapter of the SIA, and an annual conference sponsored by the New England Chapters has the potential to become a "must" event for all of us. Both of the New England Chapters have been enjoying spring and fall tours for years, and it will be a welcome addition to be able to attend paper sessions on our local region as well!

Please start sending in copy soon for the next issue of the Newsletter, for Spring 1988! This issue is somewhat shorter than usual, and I keep receiving news items from just the same small group of contributors. Remember--every state in New England should be represented in the "Current Research" section, and every member is urged to contribute.

David Starbuck  
Rensselaer Polytechnic Institute

## NEW ENGLAND CHAPTERS PRESIDENTS' REPORTS

### SOUTHERN CHAPTER

The Southern New England Chapter has logged one of its busiest schedules in recent memory over the past six months. On May 9 the Northern and Southern New England Chapters held a joint Spring Meeting at Shelburne Falls which was graciously hosted by the Shelburne Falls Historical Society and New England Power. The day's tour focused on the IA of hydro-electric power generation on the Deerfield River with major site visits at New England Power's Deerfield River Plant #4 and Bear Swamp Pumped Storage Plant. The former plant, with its original (1912) complement of turbines, generators and fly-ball governors, and the latter, with its reservoir, penstock, power plant and tailraces carved in the heart of a mountain ridge (1974), provided a fascinating picture of change and continuity in the technology and economics of hydro-electric power generation in this century.

In the summer and early fall, SNEC members and their guests partook of the extended roster of events established by Program Coordinator Peter Stott to visit a number of sites in Massachusetts and Rhode Island. The attractions visited by small but enthusiastic bands of industrial archeologists included: the Natick Paperboard Company; the Mill River district in Northampton; the Charles River Museum of Industry; the Crane Museum of papermaking in Dalton; the Hopkins and Congdon mill sites in West Greenwich; and the New England Wireless and Steam Museum in East Greenwich, R.I., where SNEC held one of its first visits in 1977. A similar program of events is being planned for the winter and spring of 1988.

The Annual Fall Meeting on November 7 at the Old Schwamb Mill in Arlington provided the opportunity for the chapter to celebrate its 10th anniversary at the site of its first convening (following the

organizational meeting held in 1976). Our first decennial provided a useful occasion to review the chapter's goals and accomplishments and to chart our future course.

Richard Greenwood  
Barrington, RI

### NORTHERN CHAPTER

The Northern New England Chapter's standing officers were re-elected to another term at the chapter's annual meeting in Bellows Falls on September 26. Your chapter officers are: Vic Rolando (Pittsfield, MA), Secretary/Treasurer; Stewart Read (Bellows Falls, VT), Second Vice President; Walter Ryan (Claremont, NH), First Vice President, and Dennis Howe (Concord, NH), President. Speaking for the Executive Board, we look forward to another good year of SIA activities and are grateful for the confidence the chapter has in us to accomplish it.

The Fall Tour, organized and planned by Dot Nadeau and Stu Read, was excellent and was enjoyed by more than 45 members. We hope for the same fine participation by our members at the planned First New England Conference on Industrial Archeology to be held at Plymouth State College (Plymouth, NH) on February 6, 1988.

Anyone having a paper to present or something of interest for a "show and tell" session is encouraged to send an abstract to Peter Stott. (Please see "New England Conference on Industrial Archeology" elsewhere in this Newsletter.) This is an opportunity for our many able non-professionals to show their work. (By non-professional here I mean only that one does not earn one's living by IA, and not that the quality of research and recording is inferior.) Of course our professionals are also encouraged to participate.

For those who have not heard, the New Hampshire Historic Preservation Office and its archeology program have recently been reorganized. Dr. R. Stuart Wallace, former director of the New Hampshire Historical Society has been appointed director of the Division of Historical Resources and State Historic Preservation Officer. The Division is now part of the Department of Libraries, Arts and Historical Resources under Commissioner Shirley Adamovich. Gary Hume, the State Archeologist, now heads the Archeology Bureau. An advisory archeology committee which will include representatives from the NNEC-SIA and other archeological groups will be established to assist the bureau with such important functions as planning, setting goals, defining historic contexts and recommending legislation. It appears that in New Hampshire the concerns of industrial archeologists will be recognized in historic resources management.

I am happy that our chapter's 1988 spring meeting and tour will include both the Saugus Iron Works and Lowell Industrial Historical Parks. Although these sites are outside our chapter's geographic boundary by a few miles, they are important to all who have an interest in IA. This will be a chance for all our members to visit (or revisit) these important sites. The Saugus Iron Works, established in 1642, was the first such industry in North America. The working reproductions of blast furnace, water-powered forge and rolling mill at Saugus are based on historic documentation and archeological research. Lowell has impressively preserved and restored its nineteenth century mills, machinery and water power system. Both parks have very informative interpretation programs including guided tours. This meeting and tour is planned for May 1988 but the date has not yet been set. Look for an announcement near the end of March.

Dennis Howe  
Concord, NH



## CURRENT RESEARCH IN NEW ENGLAND

### Massachusetts

#### RUSSELL CUTLERY

Historical and archeological investigations at the Russell Cutlery are being conducted by the University of Massachusetts Archaeological Services under the direction of Michael S. Nassaney. The property under study is located within two National Register Districts. The cutlery was the first industry in the planned industrial village of Turners Falls in Montague, MA. When construction of the cutlery was completed in 1870, the complex of buildings comprised the largest cutlery factory in the world. Capable of employing 1200 workers and having 160,000 square feet of floor space for manufacturing processes, the factory was organized so that goods produced traveled efficiently and logically between manufacturing steps. The Company's renown derived from its "Green River" knives which were in great demand on the Western frontier in North America. By the 1880s, the Russell Cutlery and Lamson & Goodnow, another Connecticut Valley cutlery, were responsible for 49% of all American cutlery sold.

Investigations have been oriented toward understanding the technology of an early industrial water power system and the early application of the "American System" of manufacture to the production of cutlery. To this end, excavations exposed one of three penstocks and its associated raceway along with an "American" mixed flow, vertical turbine dated to the

last quarter of the 19th century. Furthermore, large quantities of waste products such as dies, blanks, discarded tools, and spoiled production items have been collected from the area around the cutting room and the forge shop. Analysis and a final report will be completed over the next few months.

Michael S. Nassaney  
Amherst, MA

#### JOHN HINDS POTTERY KILN

An Old Sturbridge Village archeology team led by John Worrell recently completed the excavation of the kiln site of 18th century earthenware potter John Hinds in Holland, MA. Deed research identified the previously unknown craftsman who was listed as a potter on property transactions in 1750 and 1768 when the town was still a part of Brimfield. Few other remote rural potters researched in this region have been identified by their craft in public records.

Although the kiln had been dismantled, probably a full two centuries ago, its flagstone founding pad was intact, even retaining a few of the lowest course bricks and mortar coating. Heat discoloration was nevertheless sufficiently distinct to identify the interior space of the kiln, and the shadow of the brick superstructure surrounding it was clearly evident at several points, allowing the dimensions and primary features to be determined. The kiln was slightly oval, having interior dimensions of ca. 9' x 10'. Its thick walls appear to have been two rows of brick laid end to end on the stone pad. This is similar in size and shape, as well as construction, to Hervey Brooks' kiln previously excavated by this team in Goshen,

Connecticut. Brooks' kiln, however, had two opposing fireboxes, while Hinds' had only one, located off-center at one end. In that and other features it resembled the kiln of James Moore which the same team excavated in nearby Brimfield. Moore's kiln differed, however, in being rectangular. All three of these kilns as well as one excavated in Woodstock, CT, had separate areas on one side, away from the firing area. Postholes located around and against the kiln suggest the presence of a roof or impermeant shed covering at least the primary activity areas.

Thousands of artifacts were excavated and recorded stratigraphically from the Hinds site, the bulk of them being vessel sherds and stacking furniture. Once processed in the Old Sturbridge Village Archaeology Lab, they will join those from the other sites in being analyzed comparatively in the investigation of the processes and products of the rural craftsmen. Hinds' vessels display more variation, especially in decoration, than do the other potters whose sites have been thus far investigated by Worrell and Old Sturbridge Village. In addition to the usual undecorated utilitarian wares, Hinds was producing various slipped wares (painted, trailed, dipped), and some very thin-walled, etched hollowware having metallic black glaze.

Eventually, OSV potters hope to reproduce a type study collection based on the excavated materials from these sites. The Hinds Site investigation may later continue with excavation of the suspected production shop location and another outbuilding that seems to have housed quantities of prepared charcoal.

(Note: If anyone has evidence of potters burning charcoal, or, perhaps more likely, making charcoal in their kiln between firings, please notify John Worrell!)

John Worrell  
Old Sturbridge Village

## RESEARCH AND INTERPRETATION OF MOORE STATE PARK

As the Commonwealth of Massachusetts moves forward with efforts to examine and interpret its industrial past, as evidenced in the Heritage State Park program highlighting the histories of centers of urban industrial development, a project is also underway to develop interpretation of an outstanding rural site representing a stage transitional toward industry. Timelines, Inc., headed by Michael Roberts, has been hired to develop historical information and an interpretive plan for Moore State Park, in Paxton, north of Worcester. Larry Gross has been working with him on the powered operations of the site and their socio-economic ramifications, while Jane Carolan and others have been researching and developing interpretation of the broader social network connected to the area and its operations. Park employee Denis Melican's excellent previous research has provided the basis for much of the work and the avenues pursued.

The site, located on Rt. 31, would deserve attention, and visits, because it is beautiful, if for no other reason. Five water-power sites line the course of Turkey Hill Brook as it falls some 80 feet in less than a quarter mile. Later occupation of the site as the estate of a couple which included one of the state's first degreed female landscape architects, let to its current profusion of rhododendrons, a site/sight to behold from spring through early summer.

The waterpower uses included two gristmills, a sawmill, and a triphammer. The small flow of the stream dictated a combination of successive and/or intermittent operation. Failure of the mills to set their schedules in conjunction with one another would have resulted in the infamous "water over the dam," or wasted power. Such small-scale operation served in the transitional period of powered production in an as-yet

agricultural society. The people involved were primarily farmers, and the mills provided useful services but did not alter the existing economy, a way of life marked by discontinuous labor (whether in the mill or in the field), barter, community control, and limited expectations for growth or income. As such, the site exemplifies the period in which age-old tasks came to be performed with non-human power, but in which such innovations became part of, rather than dictating changes in, the existing way of life.

Sadly, the bulldozer "archeology" of Rolland Robbins in the 1970s destroyed much of the record of operation on the several mill-sites. Leaving behind a scoured watercourse and "recontracted artifacts," this effort drastically undermined all future attempts to examine precisely the nature, location, and manner of operation of these mills. However, much of the ledge and stone environment of the early millers remains. One gristmill site displays the configuration associated with the interior water-wheel which once powered it, as well as the subsequent rearrangement for the scroll-case turbine (in situ) which replaced it. The sawmill, much rebuilt, stands over the excavated ledge which records the work involved in locating a breast wheel beneath its floor. Because of the extra gearing required to raise waterwheel speeds to those necessary for a sawmill, such an arrangement was far from ideal and rarely encountered.

In its period, the early part of the nineteenth century, and extending into the twentieth, such a site would have been so common as to have elicited little notice. Only the lack of survival of such sites, which enables it to stand for those which once peppered the settled area, makes it a state park of unusual potential for historical interpretation for those who would gain a direct insight into a way of life long forgotten in our different time.

Larry Gross  
Museum of American  
Textile History

## New Hampshire

### SULLIVAN MACHINE COMPANY WALL IN CLAREMONT, N.H. IS TAKEN DOWN

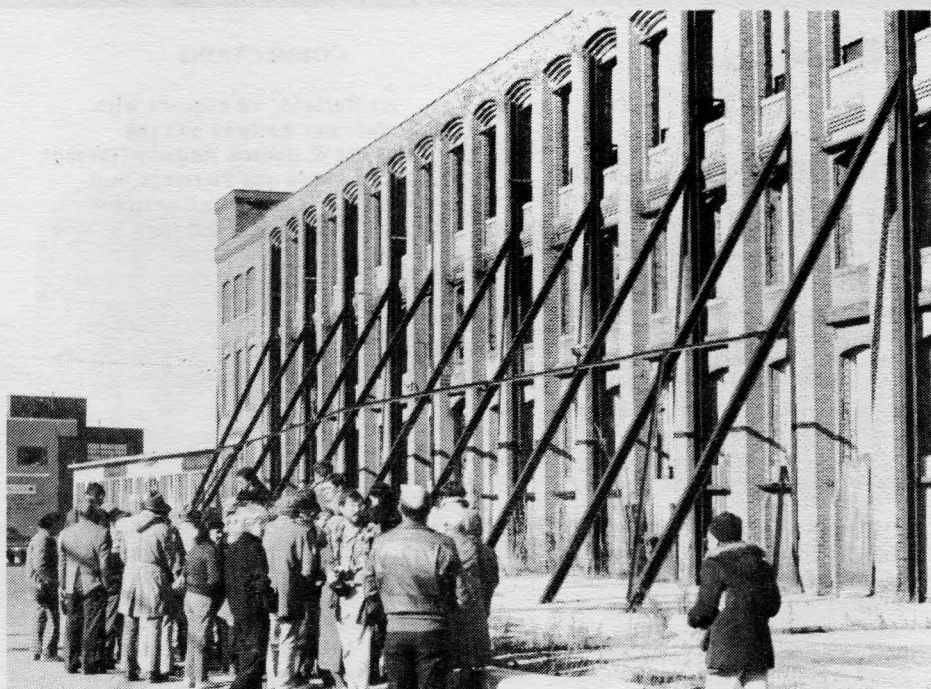
During the week of July 7, 1987, the last remaining wall of the Sullivan Machinery Company machine and erecting shop was torn down. Society members who participated in the Northern New England Chapter's 1986 Fall Meeting in Claremont, New Hampshire, will remember seeing the wall supported by a network of steel beams.

The machine and erecting shop was originally a one and one-half story building. As built in 1888, it was characterized by vertical brick piers, chamfered on their corners, separating vertical window bays. These window bays had segmentally arched openings with double-hung 9/9 and 9/6 wooden windows and were topped with stepped brick courses. The entire wall was corbelled along the cornice. The entrance was sheltered by a hip-roofed pavilion topped by a square cupola housing a bell.

The building went through two major renovations. The first, in the 1890s, was the addition of a single story. The builders continued the brick piers upward and completed each window bay with stepped brick courses. They did not, however, reproduce the original corbelling along the new cornice. They left the entrance pavilion but removed its high roof and bell. The second, and last, major addition was completed about 1912. The building was raised to four full stories. The original piers were continued for the full height of the building. To support the additional height the piers were strengthened with steel columns and the whole covered with new masonry.

These changes increased the depth of the window bays. To compensate for the increased depth of





SIA members attending the 1986 Northern New England Chapter's Fall Meeting view the remaining wall of the Sullivan Machinery Company machine and erecting shop which was recorded by HAER in 1978. Photo by Dennis Howe.

the window bays the stepped brick courses at the top of each bay were made more pronounced. The builders finished the roofline without ornamentation. The final result was a four-story brick factory building that blended in with its adjoining buildings but which had lost its most interesting architectural details.

In the summer of 1978, a HEAR survey team sponsored by the United States Department of the Interior recorded the building in the Historic American Engineering Record. A fire, on June 6, 1979, destroyed the building of which the wall was a facade.

Walter A. Ryan  
Claremont, NH

## Vermont

### MORE IA SITES ADDED TO VERMONT INVENTORY IN 1987

Sixteen more IA sites were added to the Vermont state inventory, through the field and research efforts of Vic Rolando. Included were six lime kiln sites in Plymouth, two in Swanton, and one each in Manchester, Mendon, and Pownal; two foundry sites in Highgate; and three forges in Ferrisburg.

The Plymouth lime kilns were located through the aid of the 1859 geologic map of Plymouth, and parallel Route 100 on a generally north-south line. The kilns in Swanton are those that still partially stand at Fonda (Swanton Junction at the west end of Lime Kiln Road), and another a few hundred feet southwest of John's Bridge. The John's Bridge lime kiln, according to historical accounts, is supposed to have been the earliest lime kiln in Swanton. The Mendon lime kiln is on the Beers 1871 map.

The forge sites at Ferrisburg are along Lewis and Little Otter Creeks: the Fuller forge at North Ferrisburg, and the Doreen forge and the Monkton Iron Co. forge in the vicinity of the Monkton Road - Little Otter Creek bridge. The Fuller forge is about one-quarter mile upstream of the bridge at North Ferrisburg, where surface evidence of the bloomery forge, in the form of a concentrated surface area of bloomery slag, was found. The forge is described in Rowland Robinson's *Along Three Rivers*. The forge was built over by a woolen mill so that the stonework, including a neat stone arch, is of that later operation. At the Little Otter, where the Vergennes-Monkton Road crosses, was a forge that operated about 1810, which eventually came into the hands of the Monkton Iron Company. It has been known that two forges existed along the creek in the vicinity. The second, Doreen forge, was found about 1000 feet upstream of the bridge after many hours sloughing nearly knee-deep up and down the Little Otter. All three forges were found while on vacation from GE and camping at nearby Button Bay (Vergennes).

Other work during 1987 has been the on-going effort toward thematic National Register nomination of iron-smelting blast furnaces; attempts to locate a possible cupola furnace at English Mills (Woodstock) and lime kilns along Plank Road (New Haven); and investigation of foundry-type materials that were found buried in someone's front lawn at the south end of Hog's Island (Swanton). Also, after annual inspections along Black Creek since 1979, blast furnace slag was finally found in the vicinity of the circa 1798-1853 furnace sites at Sheldon, the first physical evidence of the furnaces (although they are well documented). The area of probability for the location of the blast furnace along the Rock River at Highgate has been significantly narrowed, making more likely nomination of that site to the National Register. Significant surface evidence was also found that further supports the argument that a blast furnace operated along the Little Otter in northern New Haven. An inventory of Vermont foundries that cast stoves, including photographs of what stoves can be found, is being worked on.

Vic Rolando  
Pittsfield, MA

## THE GREEN MOUNTAIN RAILROAD CORPORATION

[Editor's Note: The following article was provided by the Green Mountain Railroad Corporation and was contained in an information package given to NNEC members during their Fall Tour in Bellows Falls, Vermont. The tour included inspection of the railroad's yards, engine repair shop, machine shops, and a diesel-electric locomotive.]

The Green Mountain Railroad Corporation is an employee owned, short line railroad operation chartered in 1964 to provide service to customers of the former Rutland Railway line between Bellows Falls and Rutland, Vermont. Our line extends approximately 50 miles from our maintenance facilities located in North Walpole, New Hampshire (just across the Connecticut River from Bellows Falls, VT) to Rutland town. In between we serve a variety of business in the state's heartland, linking southeastern, central and western Vermont.

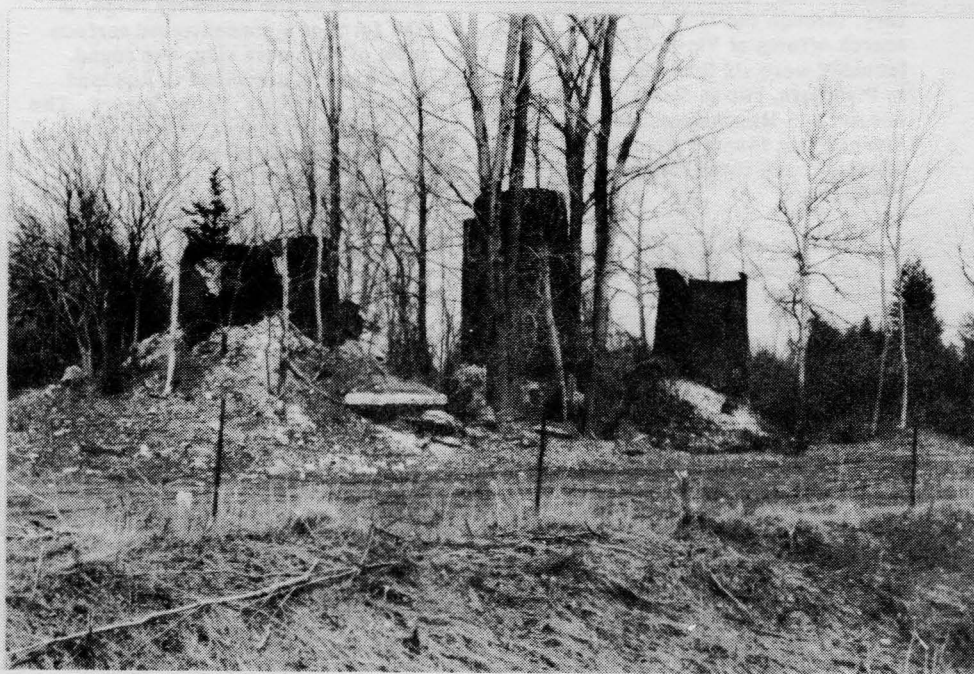
## CONNECTIONS

At Rutland, we connect with the Vermont Railway and the Delaware & Hudson Railway (through the Clarendon and Pittsford Railroad) for rail service to northern and southern points and outside New England, and to locations in Canada. At Bellows Falls, connections are made with the Boston and Maine Corporation which provides access to all parts of New England as well as to southern and western states.

## HISTORY

In Vermont, the Green Mountain Railroad runs over what was formerly the Bellows Falls Subdivision of the Rutland Railway. The Champlain and Connecticut River Railroad, Rutland's predecessor, was chartered in 1843, but never built any actual trackage. Its charter was picked up in 1847 by the Rutland and Burlington Railroad which built the line from Bellows Falls to Burlington. In 1868 this railroad became the Rutland Railroad.

From 1871 to 1896, the Rutland line was under lease to the Central Vermont Railroad, and was operated as a part of the Central Vermont.



Tottering remains of the C. W. Rich lime kilns at Fonda (Swanton Junction), Vt. Lime production ended here in the 1930s when six kilns were producing 18,000 tons of quicklime annually. Photo by Vic Rolando.





The Green Mountain Railroad's maintenance facilities located in North Walpole, New Hampshire were among the sites visited during the NNEC's fall meeting and tour. A portion of an 85-foot diameter turntable is shown in the foreground and the locomotive repair shop is in the background of this photo taken during the tour. Here, SIA members had the opportunity to inspect an ALCO-GE 1000-horsepower locomotive close up. Photo by Dennis Howe.

From 1905 to 1941, the New York Central held enough Rutland Railroad stock to retain control of the company although it was operated as a separate part of the New York Central system.

In 1938 the Rutland Railroad Company failed for bankruptcy and was finally reorganized under a new charter as the Rutland Railway Corporation in 1950. Following numerous problems, permission was granted in 1962 for the total abandonment of the line, and the Rutland Railway relinquished its status as a common carrier in late 1964.

At its greatest extent, the "Rutland" boasted 420 miles of main line track extending from Bellows Falls in southeastern Vermont through Rutland, Burlington and Alburg, Vermont, thence across the upper end of Lake Champlain to Rouses Point, New York, through Malone and Norwood and over to Ogdensburg, New York, on Lake Ontario. Another main line segment extended from Rutland to Bennington, Vermont, and thence down the Lebanon Valley to Chatham, New York. Branch lines extended from Alburg, Vermont, to Noyan Junction, Quebec and from Leicester Junction, Vermont, to Larabees Point, Vermont. (This branch once

extended across Lake Champlain to Ticonderoga Junction, New York.) Prior to Central Vermont's control in 1871, the Rutland also leased the line from Bellows Falls to Brattleboro, Vermont.

In New York the 25 mile segment of the former "Rutland" between Norwood and Ogdensburg is now owned by the Ogdensburg Bridge and Port Authority, and, along with another short line in the area (Norwood & St. Lawrence), is presently leased by a private short line operator.

Today, in Vermont, 177 miles of the former "Rutland" network are in use, owned by the State of Vermont and leased to two short line railroads. The Vermont Railway operates the line from Bennington to Burlington, and from North Bennington to White Creek, New York, a total of 127 miles, and the Green Mountain Railroad serves the central and eastern portions of Vermont from Bellows Falls to Rutland town.

Tracks between Burlington and Norwood, New York, and between Bennington and Chatham, New York, and the two branch lines have been long abandoned and removed.

#### VITAL STATISTICS

Green Mountain Railroad Corporation commenced its freight operations on April 1, 1965, and it now operates with an average of twenty employees, many of whom are shareholders in the corporation. Ninety percent of our traffic is talc, a ground (mineral) rock which is used in the manufacturing of roofing products, floor tile, plasterboard and in cosmetic products. Talc is mined in the towns of Chester, Windham, Ludlow and Reading and shipped via our line to all parts of the country and to Canada.

In addition, lumber and other miscellaneous products are handled on our line.

Green Mountain Corporation maintains offices in Bellows Falls, Vermont on Depot Square. Maintenance facilities are located in the Fitchburg Yard at North Walpole, New Hampshire, a facility formerly owned by the Boston & Maine Corporation.

Motive power for our Vermont operations is provided by five diesel-electric locomotives of the B&B wheel arrangement. They are as follows:

Engine 305 - type s-4, was former Delaware & Hudson 3050, built in 1950 by ALCO-GE and acquired by GMRC in 1969. (1000 H.P.)

Engine 400 - type RS-1, was former Illinois Terminal 753 and 1053; GM&O 1053; ICG 1053; was built by ALCO-GE in 1948 and was acquired by GMRC in 1976. (1000 H.P.)

Engine 401 - type RS-1, was former Illinois Terminal 756 and 1056; GM&O 1052; ICG 1052; was built by ALCO-GE in 1950 and was acquired by GMRC in 1976. (1000 H.P.)

Engine 405 - type RS-1, was former Rutland Railway 405; built by ALCO-GE in 1951, and acquired by GMRC in April 1965. (1000 H.P.)

Engine 1849 - type GP-9, was former Northern Pacific 223; Burlington Northern 1849; was built by EMD-GMC in 1955, and was acquired by GMRC in 1948. (1750 H.P.)

The Green Mountain Railroad leases one hundred forty-six 50' boxcars and 100 covered hopper cars, lettered (GMRC) Green Mountain, used in interchange service throughout the United States, Canada and Mexico. We also own approximately 35 other cars, used only on line. These consist of passenger cars, cabooses, ballast cars, snow removal cars, tool cars and maintenance cars.

## MEETINGS AND ANNOUNCEMENTS

January 13-17, 1988  
Society for Historical Archaeology annual meeting in Reno, Nevada.

February 6, 1988  
Industrial Archeology Conference at Plymouth State College, sponsored by the Northern and Southern New England Chapters. (See announcement in this issue.)

May 19-21, 1988  
Society for Industrial Archeology annual meeting in Wheeling, West Virginia.

## Call For Papers

### 1988 LOWELL CONFERENCE ON INDUSTRIAL HISTORY

The theme of the ninth annual Lowell Conference on Industrial History is "People at Work." The conference will meet in the fall in Lowell, Massachusetts.

The Lowell Conference is seeking a wide range of proposals. Proposals might address such issues as changing work processes, people's changing perceptions of their work, social relations impacted by work, various work environments (factories, farms, offices, etc.), relationships of gender and ethnicity to work, labor organizations, the impacts of technology on work, and more. Proposals can deal with subjects in American, European, or non-western history. They can also address contemporary public policy issues. The Conference is especially interested in combining the latest scholarly work with a discussion of education programs and programs designed to serve public audiences.

Proposals to the Lowell Conference may be submitted for individual papers or full sessions. Full sessions are preferred; such sessions should include no more than five presentations. All proposals should include a vita for each participant, a one-to-two page synopsis of each presentation, and a description of the session itself (if applicable). Accepted proposals will be published in the annual conference proceedings.

The Lowell Conference is able to provide some limited assistance to cover travel and lodging accommodations for individuals without institutional affiliations or whose institutions cannot fund travel costs. Applications for such assistance should accompany proposals and include an estimate of travel costs.

Proposals should be sent to Edward Jay Pershey, Paul E. Tsongas Industrial History Center, Boott Mill #8, Foot of John Street, Lowell, MA 01852. Questions can be directed to Mr. Pershey at 617/454-9569. The deadline for proposals is March 31, 1988.

The Lowell Conference on Industrial History is a yearly event sponsored by Lowell National Historical Park, the Lowell Preservation Commission, the University of Lowell, and the Museum of American Textile History.

### SNEC DUES INCREASE

Beginning in January of 1989, SNEC dues will be increased to cover steadily-rising costs. The dues for regular membership will rise to \$10.00 per year; student memberships will increase to \$5.00 per year; and a life membership will be \$150.00.

The NNEC has no plans for a dues increase.

### IA IN SONG

While the South shall raise the Cotton  
And the West, the Corn, and Pork  
New England Manufactories  
Shall do the finer work;  
For the deep and flowing Waterfalls  
That course along our Hills  
Are just the thing for washing sheep  
And driving Cotton Mills.

Our fathers gave us Liberty  
But little did they dream  
The grand results that pour along  
This mighty age of Steam  
For our mountains, lakes and rivers  
Are all a blaze of Fire  
And we send our news by lightning  
On the telegraphic wires.

lyrics [sic] to "Uncle Sam's Farm"  
by the Hutchinsons, ca 1845  
(publisher)

Submitted by Mike Folsom  
Waltham, MA



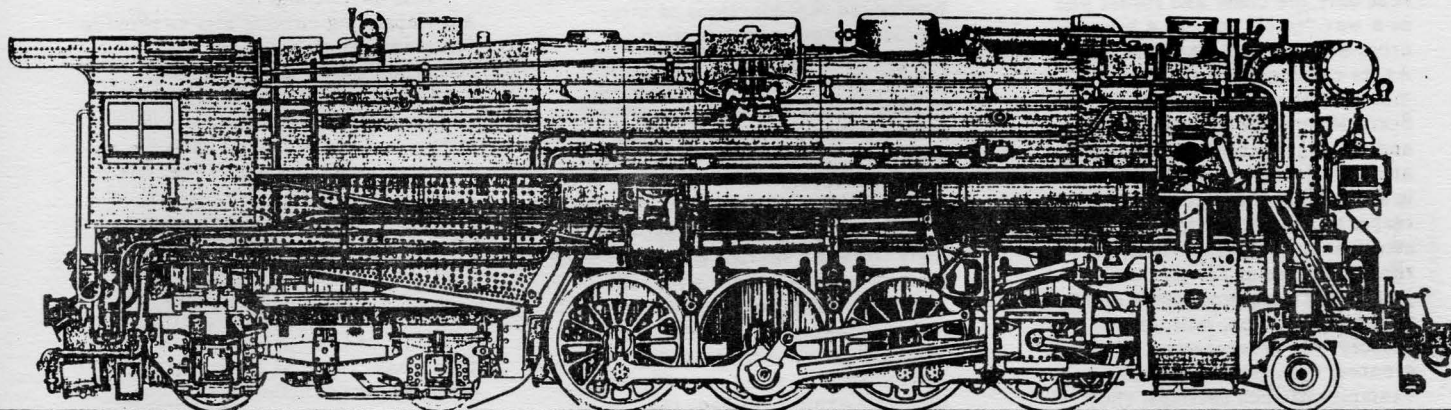
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# S U P E R P O W E R

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## *The Making of a Steam Locomotive*

DAVID WEITZMAN



*A new book available from David R. Godine, Publisher*

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### NEW PUBLICATION

An event of importance to all who are concerned about the history of railroading and steam power is the publication by David Godine of David Weitzman's SUPERPOWER, a painstaking and lavishly illustrated study of the building in 1924-25 of the first "Berkshire" 2-8-4 locomotive at the Lima Locomotive Works, Lima, Ohio.

The "A-1" took its trial runs on the Boston & Albany, hence its designation as the "Berkshire" and the appropriateness of the publication by a Boston firm. The Boston & Maine subsequently (1928-29) purchased 25 Berkshires (Road Numbers 4000-4024).

Over a four-year period, Weitzman studied the original drawings and other company records relating to the design and manufacture of the machine, and he interviewed some of the men who built it. His book chronicles, with meticulous drawings, each

stage of the casting, forging, machining, and assembly of the "A-1."

The book may be obtained from the Charles River Museum of Industry (617 893-5410) or directly from the publisher, David Godine, for \$19.95, hardcover.

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### NEW MEMBERS SOUGHT

Both the Southern & Northern  
New England Chapters  
are eagerly seeking  
**NEW MEMBERS.**

### FUNDING AVAILABLE FOR REHABILITATION OF HISTORIC BUILDINGS

The Connecticut Historical Commission has grant funds available for the restoration or rehabilitation of historic properties owned by municipalities or non-profit organizations. Eligible projects include rehabilitation of historic buildings, acquisition of endangered historic properties, and the archeological excavation of important archeological sites.

Grant funds are awarded on a matching basis with awards generally between the \$5,000 to \$50,000 range. Owners of historic industrial properties are invited to apply.

For further information contact: Mary Donohue, Survey Director, Connecticut Historical Commission, 59 South Prospect Street, Hartford, CT 06106; (203) 566-3005.

## EXHIBITS

### Review of Made in Maine

Permanent Exhibit at the Maine State Museum by Paul Rivard

This exhibit is intended as a corrective to a view of Maine which sees only the coast and forest and as a way "to encompass a broader cross-section of Maine's people." As its catalog states the assignment, "If the purpose of the Maine State Museum is to help engender and sustain a respect and appreciation of Maine's past, then there is an obligation to accord equal respect and concern for the seamstress as for the shipwright, for the loom fixer as for the lumberjack." Defining production units as the home, shop, mill, and factory, the presentation recreates, with artifacts, various examples of such settings, their equipment, products, and something of the nature of the enterprise.

A three-story wood-working mill fills the center of the exhibit and represents building construction, machinery, power transmission, and active water-power. Rooms for homework (seamstressing, shoemaking), shops (gun and fly rod making), a small woolen factory, and a foundry's cupola surround this core. Numerous examples of Maine-made products are interspersed with the work sites.

The exhibit, utilizing over 2000 artifacts, has done an excellent job of describing the workplace involved. Its design offers innovative solutions to the many challenges, from handicapped access to accommodating the diverse settings and products.

Made in Maine presents the parallel and sequential existence of numerous technologies and the ways in which they were used. It offers the results of the process recreated, from a humble seed potato cutter, through John Hall's patent rifle, to decorative objects and elegant engines and boats. It describes hand operations, some with ingenious mechanical assists,

powered shop equipment, and complete waterpowered factories. In each case, the depiction relies on an impressive collection of artifacts supplemented by acknowledged reproductions of intermediate stages of production (rough-cut gun stocks, incomplete shoes). The museum's collections in these areas has been enormously strengthened by this effort. Its character has probably been permanently altered.

In an era directed increasingly toward a service economy, (particularly in a state with such reliance on the tourist industry), and punctuated by a small number of giant industrial operations (primarily paper making and ship building), this exhibit reminds the visitor of a previous time and its various ways of producing goods. Its focus is novel for this museum, and for state museums in general. It offers visitors a far more meaningful experience than the usual dioramas and wildlife exhibits. It succeeds in making the museum a reflection of the wider range of citizens and their historic activities. It offers not only accuracy, but also impressive and attractive views of alternative ways of life. I found few nits to pick, and none substantial enough to detract from the overall accomplishment.

I feel the exhibit offers visitors opportunities to connect with significant aspects of previous ways of life. It is innovative for state museum and relates more directly to the citizens it serves than is most often the case. While it is not didactic on the subject of the various ways of work it presents, it lays the groundwork for continuing consideration of the work-life of the visitor.

[A longer version of this review will appear in the Fall 1988 edition of Technology and Culture.]

### Review of Lobstering and the Maine Coast

An exhibit at the Maine Maritime Museum, Directed by John Carter, Created by Nathan R. Lipfert; a book by Kenneth R. Martin and Nathan R. Lipfert

This exhibit and its accompanying catalog aim to provide "a comprehensive view of the social, political, economic, and technological history of this most salient of Maine's maritime activities." For a maritime museum to devote a major permanent exhibit to so current a topic, one in which people in the area are still active and which raises strong and often emotional opinions, strikes me as rare and healthy. To attempt to provide so broad an interpretation of a way of life, as opposed to the traditional types of boats, offers a still greater challenge.

The exhibits opening lines acknowledge the close association of Maine and lobstering and note that what observers "do not see is the hard work, long hours, and danger" inherent in the endeavor. The visitor can move fairly quickly through descriptions of habitat and species to depictions of the development of commercial lobstering.

A mannequin-lobsterman in a re-created shack will talk to the visitor about what his way of life means to him. A second effort to get at what lobstering means to its participants comes in the form of a 28-minute video displayed in the cockpit of a lobster boat, with the stern area the seating for the viewers. The video is excellent, and E. B. White wrote and narrated the voiceover with his usual eloquence. Visitors can appreciate the knowledge, conditions, beauty, and toil, as well as something of the freedom experienced by a lobsterman.

There is something transcendent, even mystical, about fishing, whether for sport or profit. Building an existence around the pursuit of an unseen quarry in an ever-changing sea



brings the lobsterman into steady contact with this mystic realm.

Once the visitor has traversed this floor of the exhibit, he/she descends to a first floor crammed with artifacts of the trade, including its beautiful form-follows-function boats. Here one finds out how lobstering is, and was, accomplished. Text describes the development and/or nature of traps, bait, pot-haulers, engines, propellers, and materials (particularly the role of synthetics), as well as high tech equipment such as radar, depth finders, and radio-telephones. Each area offers visitors close-up views of the artifacts discussed. Most impressive are the various boats, from sloops, Reach boats, peopods, and Hamptons to the modern Beals Island lobster boat. In addition to half-models, plans, and such, each of the boats is not only displayed, but completely accessible, set up on a crushed stone "harbor" where visitors can approach, circle, and even touch it. This section offers a thorough description of technology's increasing role in lobstering, completing a facet introduced above.

This exhibit succeeds for several reasons. It tackles a topic at once broad, current, and significant. It raises issues of wide import, such as economic inter-

relationships and environmental management. It gathers together a number of strands to tell one story. Its simple, clean design, by Boston Museum Design Group, facilitates this process.

The catalog provides a depth of treatment for numerous intellectual issues which the exhibit cannot. History, territoriality, environmental and economic concerns and conflicts receive substantive treatment, while boats and other aspects better exhibited are described and pictured, but less intensively. The two media are used in complementary fashion.

These two exhibits represent new directions not only for two Maine museums, but also for museums of these types nationally. The interest in the broader themes of the country's industrial development introduces interpretation of new breadth to museums. As such, it will serve a larger audience and serve it better, making more than a narrow parochial view of the artifacts available. As is always the case, the persistence of the artifacts permits repeated reinterpretation and shifting focuses in the future. It's a move to be applauded, and these are exhibits to be visited.

Larry Gross  
Museum of American  
Textile History

## HELP WANTED

Is there a museum anywhere (preferably in New England but anywhere in the U.S. is okay) that would like a real antique newspaper printing press free for the taking? There is one available, a historic Duplex Model A-1, and all you have to do is go to Colebrook, New Hampshire, dismantle it, and haul it away. Just ask Frederick J. Harrigan, publisher of The News and Sentinel, and he will be happy to show you what he says is one of only two such presses in the country, as far as he knows, and the other isn't in operating condition, while his is.

Whoever takes the press will have to provide a pit over which to reassemble it, if it is to be shown in operating condition. It is hard to believe that Harrigan will carry out his threat to destroy the press if no museum wants it, but he says he needs the space. Contact The News and Sentinel 603-237-5501, or write Mr. Harrigan at his newspaper, P.O. Box 39, Colebrook, NH 03576.

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

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