



## Society for Industrial Archeology · New England Chapters

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Maureen Cavanaugh, Carolyn Cooper,  
Elsa Fitzgerald, Betsy Friedberg,  
Richard E. Greenwood, Larry Gross,  
Faith Harrington, Dennis Howe,  
David Simmons, William Smith,  
David Starbuck, Charles E. Stearns,  
Peter Stott, Anne E. Tait,  
Betsy Woodman

EDITOR David Starbuck

#### Southern Chapter Officers

Richard Greenwood, President  
Peter Stott, Program Coordinator  
Maureen Cavanaugh, Sec./Treas.

#### Northern Chapter Officers

Dennis Howe, President  
Walt Ryan, 1st Vice President  
Stewart Read, 2nd Vice President  
Vic Rolando, Sec./Treas.

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### EDITORIAL

The recent Conference on  
Industrial Archeology in New  
England, held at Plymouth State  
College on February 6, 1988, was a  
great success, and over 70 NNEC/SNEC  
members were in attendance. Thanks  
go to William Taylor and Peter Stott  
for organizing such an exciting  
program of papers. The Conference  
will be an annual activity of the  
two Chapters and will be held at Old  
Sturbridge Village next year.

One of the conference papers, a  
brief overview of IA in New England,  
is included in this Newsletter,  
along with the usual wealth of  
information on research, meetings  
and exhibits throughout New England.  
If no information is included from  
your area or state, please send it  
in for the next Newsletter!

David Starbuck  
Rensselaer Polytechnic Institute

### AWARD PRESENTED TO HERBERT C. DARBEE AT WHEELING, WV, MAY 21, 1988

About 10 years ago, the  
Southern New England Chapter of the  
Society for Industrial Archeology  
created an award to be given for  
outstanding service to the field of  
I.A. We've only presented one in  
the past, and I'm honored to have  
the assignment of announcing the  
second, to Herb Darbee. Many New  
Englanders know Herb simply as the  
finest Chapter secretary the world  
has ever known. Herb's notes on  
proceedings were a highpoint of any  
meeting: a literate, graceful, and  
voluminous highpoint.

But Herb had been serving the  
cause of I.A. for many years before

the Chapter was formed, many years  
before the term "industrial  
archeology" was ever coined.

In fact, one of the words which  
turned up most often as I talked to  
people in preparation for this  
moment was "pioneer." In the days  
when Old Sturbridge Village was  
developing its interpretations, Herb  
was there to see that village  
crafts, early operations combining  
skill and power for public service,  
were primary parts of the scene that  
Sturbridge created. The  
blacksmith's, potter's, print shop,  
and others bear his stamp, as does  
much more there: as one friend told  
me, that was the time before things  
got divided up, and Herb had his  
finger in everything. OSV would be  
a different place, and a lesser one,  
without his contribution.

Stories of Herb reveal many  
aspects of his character. One  
combines two traits: strength and  
obstinacy: when a flood began to  
carry away the covered bridge at  
Sturbridge, Herb and another man  
rescued the floating span. The same



Herbert C. Darbee. (A 1937 photo.)

combination served him in many ways, from providing the persistence to accomplish his lofty goals, to the ability to fend off two would-be muggers in Hartford. He credited World War II training in self defense.

Herb was in Hartford because it had come time to pioneer again. In 1965 he became the Associate Director and first employee of the Connecticut Historical Commission and proceeded to direct the creation of its Register of Historic Places. In the next 3-4 years he and his crew inventoried over 3000 buildings, often camping in trailers in state parks. When Matt Roth conducted a HAER survey of Connecticut, he found no omissions to Herb's inventory of productive industry, despite their general absence from what are usually registers of colonial homes. Herb did so much work on this, and so much with citizens creating local districts, that he became known as "Mr. Information" at the Commission, and the one to whom all queries were directed. In his 10 years there he, in the words of the current director, created the historic preservation movement's role in state planning in Connecticut. When he retired, a looseleaf notebook of letters of gratitude and appreciation was created by numerous people he had helped and befriended.

After retirement, Herb played a prominent role in the planning and execution of our Hartford meeting. His hard work and diligence were reflected in the meeting as a whole and in his role as bus tour guide in particular. His diligence was revealed in another way when, Saturday evening, six or seven of us headed to the hospitality suite to check a Celtics game. As the pretty young woman in the lead threw open the door and pirouetted, flamenco-style, into the room, there sat Herb, studying for the next day's tour, attired in his boxer shorts, and somehow still the gentleman as she beat a bright red retreat to the hospitality suite, located immediately adjacent to Herb's room.

Herb's retirement did not end his career at the Connecticut Historical Commission. Through 1981-82 he oversaw the effort which placed the now-famous "Blue Markers" in every town in the state. If you travel through Connecticut, you will

note Herb's hand in each of these succinct local histories.

It is indeed peculiarly fitting, and my very real pleasure, to present our plaque to I.A. pioneer Herbert C. Darbee, truly a man for all seasons.

Larry Gross  
Museum of American  
Textile History

## SNEC PRESIDENT'S REPORT

The Southern New England Chapter re-elected its standing officers at the Annual Meeting on November 7, 1987. The victorious slate consists of: Anne Booth - Treasurer; Jeff Howry - Secretary; Peter Stott - Program Coordinator; and Rick Greenwood - President. Anne Booth has since tendered her resignation, and Maureen A. Cavanaugh has volunteered to assume her duties as Treasurer.

One of the principal orders of business facing the chapter is the question of our bylaws. The Bylaws Committee has drafted a revised set of bylaws for review by the membership. If you haven't received a copy, please contact Peter Stott of the Bylaws Committee. It is our intention to vote on the proposed

revisions at the Annual Meeting in the fall of this year.

As those who attended know, the first New England Winter Conference on Industrial Archeology sponsored by both New England Chapters was a rousing success. Not only did it showcase the great variety of activities in which our members are engaged; it also highlighted the wealth and diversity of our region. Thanks are certainly in order for the host, William Taylor, and the conference's other organizers. They have proven that a New England IA Conference deserves to be an annual event.

The Event's Program of Saturday field trips has continued to thrive under Peter Stott's energetic leadership. Be sure to refer to the just-issued Summer-Fall Program for upcoming events which include canoe trips on the Blackstone River and Canal in Rhode Island and Massachusetts as well as excursions to the Berkshires' Shaker Industrial sites and the Collingsville Edge Tool Works.

Richard Greenwood  
Barrington, RI



Maureen Cavanaugh leads SNEC tour of bridges of Fort Point Channel, Boston, March 26, 1988. The bridge tour was followed by a

visit to the nearby Computer Museum under the museum's Director of Marketing, Mark Hunt.



## NNEC PRESIDENT'S REPORT

At the recent SIA Annual Meeting held in Wheeling, West Virginia I had the opportunity to meet with presidents of other chapters and compare notes. While there are diverse meeting schedules and focus of activities among the chapters, the NNEC stacks up well with participation of its members. No chapters can boast of the 45-50% attendance which our chapter has had at its meetings during the past year.

I admit that I am biased, but there are no other chapter newsletters that have the high quality of our Newsletter, which we publish jointly with the SNEC. The fine Newsletter we enjoy is due to the great effort given by its Editor, David Starbuck.

At the Annual Meeting, David was recognized, not for his editing ability, but rather for his outstanding scholarship, research work, and rhetorical ability evident in his authorship of "The Shaker Mills in Canterbury, New Hampshire" (*The Journal of the Society for Industrial Archeology*, 1986, Vol. 12, No. 1, pp11-38). For this article, David Starbuck was awarded the Norton Prize for the outstanding scholarly article published in *IA*. It was a recognition well deserved. Congratulations, David.

Emory Kemp of the Department of History of Science & Technology at the University of West Virginia was elected President of the SIA, succeeding Thorwald Torgersen who has served well during the past two years. From New England, the following people serve on the National Board: Carolyn Cooper, Director (1986-1989); Laurence Gross, Director (1988-1991); and David Starbuck, Editor *IA*.

Finally, the SIA is seeking to increase its membership nationwide. One way that our Chapter can help is to encourage Chapter members who are not National members to join. Although it is not necessary to be a National member to belong to the NNEC, it seems appropriate that, after a short "trial" membership in the Chapter, a person join the SIA. As an incentive, anyone who is now a chapter member and joins the SIA can receive a rare SIA coffee mug. This white ceramic mug with a rust-colored reproduction of the gasholder logo is no longer available, except from private collections. Send me a copy of your application (a form is provided below) and your name will go into a "hat" for a drawing that will be held before the fall meeting.

Dennis Howe  
Concord, NH



Pat FitzMaurice and Larry Gross prepare to cut the cake at the Southern New England Chapter's 10th Anniversary Meeting at the Old Schwamb Mill, November 7, 1987. Photo: Bruce Whetle, Old Schwamb Mill.

## SOCIETY FOR INDUSTRIAL ARCHEOLOGY

## MEMBERSHIP APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone: Home ( ) \_\_\_\_\_ Office ( ) \_\_\_\_\_

### Membership Classes and Annual Dues:

- ☐ \$25 Regular individual  
☐ \$30 Couple (1 set of publications)

- ☐ \$20 Student (full time)  
☐ \$30 Institutional

- ☐ \$ 50 Contributing  
☐ \$100 Sustaining

Application for membership in the SIA may be made by sending this form, with remittance, to:  
Treasurer, SIA, Room 5020, National Museum of American History, Washington, D.C. 20560.

## EXHIBITS

### RAILROAD EXHIBIT COMMEMORATES 150TH ANNIVERSARY OF TRAIN SERVICE TO SALEM, MA

To celebrate the 150th anniversary of train service to Salem, the Essex Institute will present a special exhibition, "all Aboard! The Railroad In New England," which began Friday June 3, and will continue until Sunday, November 6, 1988.

Exploring the impact of railroads on New England from the 1830s to the 1950s, the exhibition will draw on documentary material from the museum collections, as well as artifacts of technological, social, and historical interest.

There was a special members' preview exhibit on June 2. Preview highlights included a model train provided by the Salisbury Point Railroad Historical Society, music of the era, and hors d'oeuvres and light refreshments.

Several other programs will be offered this summer in conjunction with the exhibit. The Essex Institute and the Peabody Museum will co-sponsor two walks along abandoned railroad tracks in Essex County. The Saturday morning walks will cover a section of abandoned rail in Marblehead (July 9), and Peabody (Aug. 6).

Special events in conjunction with the exhibit will also be offered during Salem's Heritage Days, August 8-14. To celebrate the 150th anniversary of the first train to Salem, on Saturday, August 13, Southern Rail, a Bluegrass band, will perform an afternoon concert of railroad songs at an old-fashioned ice cream social in the gardens of the Essex Institute from 1 to 5 p.m.

The exhibition itself examines the technological, geological, and historical growth of railroads in New England. Covering the

development of rails and locomotives, it places railroads in the context of other public improvements, including bridges and turnpikes. A section of rail laid in 1835 for the Boston and Lowell Railroad is featured along with models and other railroad artifacts from the Institute's and other local collections.

A portion of the exhibit features photographs of New England train stations and engineers with locomotives. The station photographs symbolically link the development of the railroad with the final exhibition theme, the impact of railroads on New England life.

[taken from the Essex Institute Newsletter, Vol. 14, No. 2 (1988) with editorial changes in tense]

### FROM SOUP TO NUTS IN SILVER MATERIAL CULTURE

Products and processes of New England's 19th-century silverware industry were prominently featured in an exhibition at the Yale University Art Gallery, which displayed a selection from its recently acquired Kossack Collection. Two hundred thirty-three examples were chosen from the collection's nearly 4400 silver tea, table, dessert, salt, mustard, and other small spoons; sugar shells and tongs; ladles; pitchers, tea and coffee pots, sugar bowls and creamers, vases, baskets, beakers, and cups; forks; knives; spectacles, service pieces, and pieces of jewelry.

On April 8 Yale's American Material Culture Study Group hosted an all-day Yale-Smithsonian joint seminar to consider various aspects of the exhibited silverware. Three Southern New England Chapter IAAers--Carolyn Cooper, Robert Gordon and Stephen Victor--were among the participants. Victor reported on factory production, Gordon on the metallurgical analysis of silver artifacts, and Cooper on the

patenting of patterns. Other speakers discussed silver mining, social functions and stylistic changes in 19th-century silverware, and the historiography of consumerism. The exhibit, "American Silver from the Kossack Collection," opened February 11 and ran through June 12.

Carolyn Cooper

Dec. 1871.] GORHAM COMPANY v. WHITE.

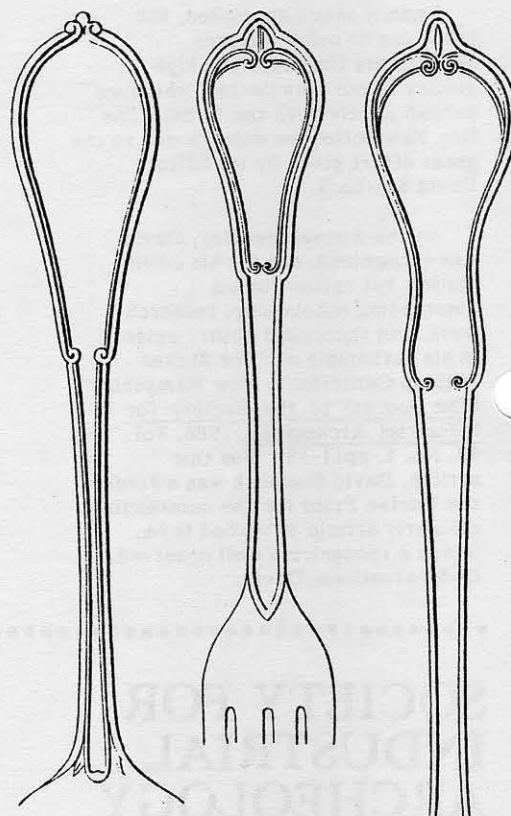
521

Diagrams.

GORHAM Co.

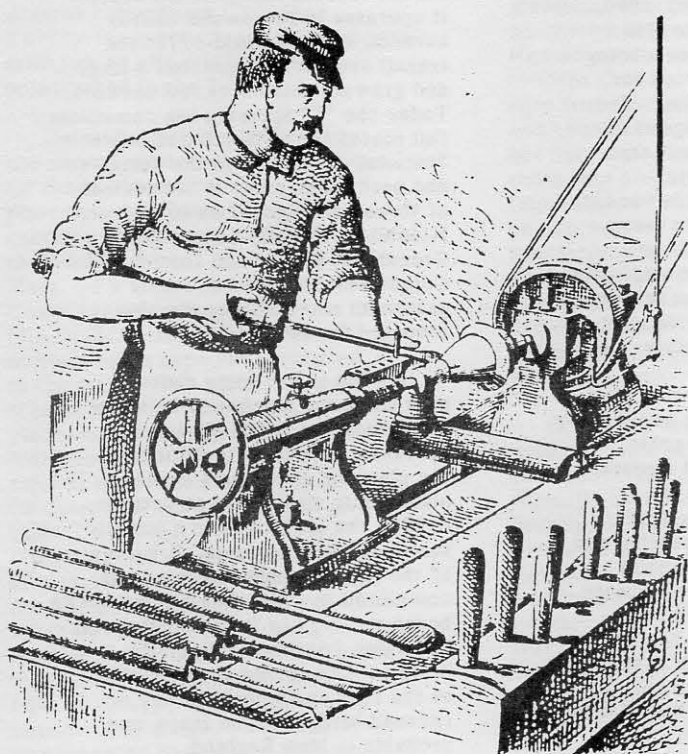
WHITE, 1867.

WHITE, 1868.



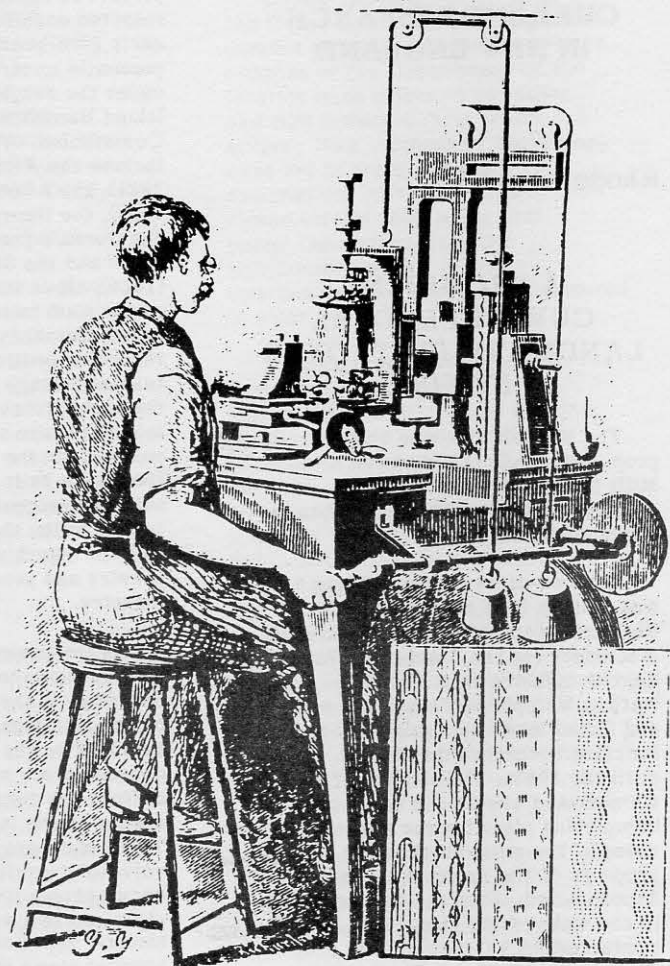
Which fork is the Phoney? Design patents for silver flatware, as well as patented processes of manufacture, led to legal battles in the "gilded age." The Gorham Company of Providence, R.I., charged that the 1867 and 1868 patterns of LeRoy S. White of Waterbury, Conn. (middle and right) too closely resembled Gorham's patented "cottage pattern" of 1861 (left), and took the case all the way to the Supreme Court to "prove" infringement in 1871.





The spinner at work. (From "The Manufacture of Silverware," *Scientific American* 36, no. 19 [12 May 1877]: 290.)

Mechanized shaping of silver hollow ware, 1877.



Engine turning. (From Randolph T. Percy, "The American at Work, IV: Among the Silver-Platers," *Appletons' Journal* 5, no. 31 [December 1878]: 489.)

Mechanized decoration of silver hollow ware, 1878.

## CURRENT RESEARCH IN NEW ENGLAND

### Rhode Island

#### A PROMINENT CUMBERLAND, RI, LANDMARK DESTROYED BY FIRE

The Metcalf Machine Shop, a prominent landmark in the Arnolds Mills Historic District, was destroyed by a fire of undeterminate origin on January 8, 1988.

The two-story frame building was built in 1825 by Joseph and Ebenezer Metcalf who manufactured machinery for the Blackstone Valley Textile industry here. In 1912, Nathan Whipple purchased the mill and fitted it out as a gristmill, a function it continued to fulfill until the 1960s. Gail Battey of Cumberland was on the verge of completing plans for the adaptive reuse of the mill, which is the property of the Pawtucket Water Supply Board, when the fire occurred. In the wake of the fire, Gail contacted Rick Greenwood at the Rhode Island Historic Preservation Commission to discuss the possibility of salvage operations.

With the cooperation of the Pawtucket Water Supply Board and the demolition crew clearing the wreckage, it was possible to preserve the foundations and the 60 hp turbine in place and salvage a grinding machine and most of the mill gearing, which dates from 1912. The dirt basement has also been left largely undisturbed. Although the site's future is not yet certain, Gail Battey is actively pursuing plans to preserve it as an interpretive site.

## THE BARE BONES OF INDUSTRY

The Bare Bones of Industry, a project to record the interiors and selected exteriors of five 19th- and early 20th-century mills, is presently underway in Rhode Island under the auspices of the Rhode Island Historical Preservation Commission. The five factories include the Albion Mill (c. 1850-1921), the Allendale Mill (1822, 1839), the Georgiaville Mill (1853), the Gorham factory (1890, 1895, 1906) and the Slatersville Mill (1826), all of which are now being or are soon to be converted for reuse, primarily as housing. The recording project is designed to take advantage of the fact that these significant industrial landmarks are temporarily vacant, perhaps for the first time since they were built. Four of the selected properties were originally textile mills; the Gorham factory was the flagship of Providence's jewelry and precious metals industry.

As the project's title implies, the focus of the photographic recording is the physical structure of the buildings, both as it exemplifies the techniques of contemporary mill engineering and defines the distinctive interior spaces of the industrial workplace. These photographs should be a valuable contribution to the documentary record both in their own right and as a supplement to historic views or a substitute for historic views in the many instances where they don't exist.

A second aspect of the project will be a follow-up visit to each mill after redevelopment is complete, to record and analyze the results of each conversion. The results of the project will be presented in a series of exhibitions and lectures. Mack Woodward, Rick Greenwood and Martha Goodwin of the Rhode Island Historical Preservation Commission are directing the project; Warren Jagger of Providence is the photographer. William Jordy of Brown University and Pat Malone of Brown and Slater Mill Historic Site are providing both their expertise and their moral support.

Richard E. Greenwood  
Barrington, R.I.

## Massachusetts

### SURVEY OF RAILROAD BRIDGES BEGUN BY MASS. BAY TRANSPORTATION AUTHORITY

Although the Massachusetts Bay Transportation Authority (MBTA), known as "the T", is best known for the trolley and rapid-transit system it operates in Boston and nearby suburbs, since the mid-1970s the transit system has operated a large and growing commuter rail network. Today the "T" operates ten commuter rail routes out of North and South Stations. Currently in the design and permitting stage is the revival of three passenger lines to Middleborough, Plymouth, and Greenbush, part of the former Old Colony System. Other former passenger service lines are also proposed for revival.

In a bid to get some control over the large number of buildings and structures which it owns and operates, as well as to facilitate the planning of projects around historically significant structures, in 1982 the MBTA began a historic survey of its structures. A survey of the rapid transit facilities was completed in 1984. In 1987 the MBTA began a survey of its commuter rail facilities, concentrating on its bridges. The survey is significant as the first systematic survey of railroad bridges in the state, and probably in New England.

The survey contract was awarded to McGinley Hart & Associates of Boston, in association with A.G. Lichtenstein & Associates. Under the direction of Paul McGinley and David Hart, the firm fielded a team consisting of Peter Stott, Charles Scott, Jane Carolan, Mary McCahon (all SIA) and Paula Lazrus.

Phase I of the survey, completed in January 1988, consisted in the identification of 275 bridges and 39 buildings along the 10 commuter rail lines. In addition, the survey examined other MBTA-owned trackage north and west of Boston including both the Greenville Branch (the former Peterboro & Shirley RR) and the Central Mass. RR.



Just over half of the bridges were plate girder bridges, of which the majority were built in the two decades 1900-1919. The earliest identified were two plate girder spans built for the Central Mass. RR in 1880. Masonry arches comprised the next largest structural type, 20% of the bridges. Generally, these were the oldest class of bridges in the system -- three-quarters of the arches were built in the 19th century. These include the 1835 Canton Viaduct, now part of Amtrak's Northeast Corridor. Twenty-three structures were wooden stringers or pile trestles, all constructed in the 20th century.

Only 4% of the structures in the survey were metal truss bridges. Of these, the earliest was an 1883 pin-connected Pratt through truss carrying the Greenville Branch over the Nashua River. According to the Mass. DPW's Historic Bridge Consultant, Stephen J. Roper (SIA/SNEC), the bridge is the second earliest of its type yet identified in the state. Two lattice through trusses (1894, 1896) remain in place on the Central Mass. RR in Waltham and Weston. Six movable bridges were included in the survey. Of these the most significant is Draw 7 over the Mystic River, identified as the last-known example of a jack knife draw -- a type once frequently encountered on the lines north of Boston. The Rolling Lift Bascule Bridge behind South Station (1898-1900) is believed to be the first of its type to be constructed outside of Chicago, where the form was invented by William Scherzer.

Of the thirty-nine MBTA-owned buildings in the survey, the most numerous (9) type were stations. Among the signal towers, the earliest was a wood-frame tower in Attleboro, constructed in 1875. Just under half of the buildings in the survey were part of one of the other of two shop complexes in the survey, the Boston Engine Terminal, or the former Boston & Maine complex in Billerica.

Phase II of the MBTA Survey, further refining the information on, and evaluation of, structures identified in Phase I, is expected to be conducted during the summer and fall of this year.

Peter Stott  
Newton Highlands, MA

## HISTORIC LIGHTHOUSES OF MASSACHUSETTS

Through the combined efforts of the Massachusetts Historical Commission staff and the United States Coast Guard, the 42 lighthouses included in the Lighthouses of Massachusetts Thematic Resource Nomination have been listed in the National Register of Historic Places. Located along the entire 750 miles of Massachusetts coast from the northernmost part of the Massachusetts coast proceeding south to Cape Cod and the Islands, they date from the eighteenth, nineteenth and twentieth centuries. They mark not only the irregular bottoms of the shore, but also the locations and importance of those harbors whose entrances they announce, and the navigational paths between them. Perhaps better than any other class of structure they represent the scenic qualities of the coast and reflect the state's maritime heritage.

Given the volume of traffic around Boston it is not surprising that one of the colony's first formally authorized lighthouses was Boston Light, erected on Little Brewster Island in 1726. This 1716 lighthouse proved invaluable to mariners throughout most of the 18th century. During the Revolutionary War, the light became an object of contention between the colonial army and the British in the struggle for control of shipping in the harbor. As a result of the continuing conflict, Colonial forces burned Boston Light in 1776. The present Boston Light replaced the original one in 1783. Other lights constructed during the eighteenth century include Brant Point Light, Nantucket Island; Plymouth Light, Plymouth; Cape Ann Twin Lights, Gloucester; and Newburyport Harbor Twin Lights.

Two examples of a design used in later lighthouse construction are the Graves Light Station (1903), Boston; and Minots Ledge (1843-57), Cohasset. These lighthouses are based on designs that stem back to England's Eddystone Light (1759) and the great engineer, John Smeaton. The Eddystone-type lighthouse has two holes bored into solid rock, iron bolts sunk and fastened into it, and the towers are made of large blocks of granite.

During the past forty years, the Coast Guard has sold or given a number of its lighthouses to private citizens or the Department of the Interior in an effort to cut costs and still maintain those which are active. New methods of technology have led to more and more automation, better lights, and even closed circuit televisions that patrol the waters from the lighthouse towers. A few lighthouses have even been converted to solar power.

Despite these many changes, the vast majority of historic Massachusetts lighthouses and their buildings still stand in good condition. Through the efforts of both the public and private sector an understanding of the necessity to maintain and restore extant lighthouses has developed, and, we hope, will continue.

This year, in recognition of the 200th anniversary of the Federal Lighthouse Program, the Department of the Interior has established a Bicentennial Lighthouse Fund to be administered by the State Historic Preservation Offices. The \$1 million fund has been apportioned to qualified states this spring. Massachusetts fared well, receiving the second highest amount (Maine received the maximum) due to the high number of lighthouses listed in the National Register of Historic Places.

Funds will be available for survey and planning activities, architectural, engineering and management activities, as well as restoration/rehabilitation grants. Special emphasis will be on preservation and public use of the lighthouse and its surroundings.

The Massachusetts Historical Commission will be developing application materials over the coming months which will define eligible types of grant activities and the selection criteria to be used in grant awards. Funds will be allocated to projects before September 1988 and must be complete within a year. Applications for matching funds can be from local governments, federal or state

agencies, for-profit and not-for-profit organizations, owners or leasees of lighthouses, education institutions and Indian tribes.

Elsa Fitzgerald,  
Assistant Director, MHC  
and  
Anne Tait  
Survey Coordinator, SNEC

### HISTORIC FAULKNER MILLS FOR SALE

North Billerica, Mass. -- The Faulkner Mills, operated since 1912 as the North Billerica Company, are for sale. Machinery from the former woolen mill has already been sold at auction, and the buildings themselves await an interested buyer.

The Faulkner Mills, on the east side of the Concord River at North Billerica, are a major contributing building in the Billerica Mills District, listed in the National Register of Historic Places. The existing mill buildings include a main factory building, 81 X 54 feet and four stories in height, built in 1865 as an addition to an earlier building (1836), the third on the site. The older building disappeared between 1883 and 1887, at that time replaced only by a new clock tower at the southeast corner of the main building. A modern office wing was added on the site of the older building in the twentieth century.

Francis Faulkner of Acton began the finishing of woolen goods in Watertown, Mass. In 1811, he leased a former fulling mill and a secondary water right from the Proprietors of the Middlesex Canal, on the east bank of the mill pond at North Billerica, which was the source of water for the canal itself. Here he began carding, napping, and shearing as well as finishing cloth; spinning and weaving were still done in local homes. Hand looms manned by Irish weavers were added later, and power looms were introduced about 1828, following the lead of Abraham Marland in Andover. Active management of the mills remained in the family through three generations. At the retirement of a grandson,

Richard H. Faulkner, in 1912, the North Billerica Company was organized to carry on with active management outside the Faulkner family.

Charles E. Stearns, Chairman  
Billerica Historical Commission

### BURKEVILLE COVERED BRIDGE, CONWAY, AMONG RECENT NOMINATIONS TO THE NATIONAL REGISTER IN MASSACHUSETTS

The Massachusetts Historical Commission has recently announced the nomination of several new properties to the National Register. Among them is one of five historic-period covered bridges in the state, a multiple king-rod truss bridge erected in 1870-71 over the South River in the town of Conway, Mass. The Burkeville Bridge was one of a large number of wooden New England bridges constructed in the aftermath of destructive flooding which affected New England in early October 1869. The use of iron rods instead of wooden kingposts makes the bridge a rare example of the type. Already on the Register in Massachusetts are covered bridges in Sheffield, Colrain, and Gilbertville; unlisted is a Town lattice truss at Old Sturbridge Village, built in 1874 and moved to the Village from Dummerston, Vt., in 1952.

Also proposed for listing is Lowell's Boat Shop, on the banks of the Merrimack River in Amesbury. The one-story wood-frame boat shop was built about 1793 and has been in continuous use ever since in the construction of dorys and other small craft. Simon Lowell (1745-1830) and his descendants played a major role in the town's economy, introducing and leading the commercial boat-building business, a trade in which the Salisbury Point area of Amesbury led the nation for fifty years.

William Smith  
Massachusetts Historical  
Commission

### MEETINGS AND ANNOUNCEMENTS

August 28, 1988

Fourth Annual Muster Field Farm Day and Engine Show. Exhibits of tractors, gas engines, steam engines, trucks, tools and farm machinery at Muster Field Farm, Harvey Road, North Sutton, NH.

September 15-17, 1988

The Annual Fall Tour of the Society for Industrial Archeology will be held in the Lehigh Valley of Pennsylvania. Tour sites will include the Bethlehem Steel Works, the Fritz and Packard Testing Labs, the Binney & Smith Crayola works, and the Hugh Moore Historical Park and Canal Museum.

October 14-16, 1988

The Council for Northeast Historical Archaeology will hold its annual meeting in Quebec City.

October 20-23, 1988

The Society for the History of Technology annual meeting at the Hagley Museum in Wilmington, Del.

October 27-29, 1988

The Lowell Conference on Industrial History.

November 5, 1988

The Southern New England Chapter of the SIA will meet in East Cambridge, Mass., for its Fall Meeting.

### SNEC HELD SPRING MEETING IN FITCHBURG ON JUNE 18

The Southern New England Chapter held its annual Spring Meeting in Fitchburg, Massachusetts, on June 18th. The manufacture of paper, machine tools, and textiles share the spotlight for primacy in this industrial city of northern Worcester County. Accordingly, the chapter's meeting began with a tour of one of the oldest, and once the largest, of the city's paper manufacturers, the Crocker, Burbank Company.

Founded by Alvah Crocker in the 1820s, the Crocker, Burbank Company by 1930 was one of the largest producers of high-grade paper in the



country. Eight mills then employed 1200 persons. Mill No. 8, the topic of our tour, was built in 1911, to supply the new publishing empire of Cyrus Curtis, whose Ladies Home Journal and later the Saturday Evening Post, became staples of the American reading public. The company remained in the Crocker family in 1962. By that time, Crocker, Burbank had already begun to close less productive mills. Weyerhaeuser made the new division its headquarters for its white paper division. Mill No. 8 was sold to James River, Massachusetts, Inc. in 1975. Today, with \$5.2 billion in sales, James River is the largest manufacturer of specialty papers in the nation.

Following the tour of Mill No. 8, the chapter reconvened at the headquarters of the Fitchburg Historical Society, at 50 Grove Street, for a brief business meeting and address by Curator Eleanora West. In the collection of the society is the first Putnam lathe, built in 1836 in the first year of business of the Putnam Machine Company, one of the city's leading builders of machine tools. Following lunch, meeting organizers conducted a walking tour of downtown Fitchburg with visits to the sites of several key industries.

Maureen Cavanaugh  
Boston, MA

## SNEC HAS NEW TREASURER

After serving for two years (1986-1988) as Treasurer of the Southern New England Chapter, Anne Booth gratefully, but regretfully, hands her treasurer and membership responsibilities into the very capable hands of Maureen Cavanaugh. Although Anne has thoroughly enjoyed her involvement with the Chapter, other responsibilities have had to take precedence.

We, therefore, welcome Maureen Cavanaugh as the new Treasurer of the SNEC. As a preservation planner at the Massachusetts Historical Commission, her interest and knowledge in industrial archeology has been enhanced. Enthusiastically, she takes on the responsibilities of her new position.

Anne Tait

## OLD STURBRIDGE VILLAGE

The tenth annual Old Sturbridge Village Field School in Historical Archaeology will be conducted from June 27 - August 12, 1988 at Old Sturbridge Village and at the James Clark site. Clark was a cabinet-maker in the busy, early-19th-century commercial and artisanal center of West Brookfield, Massachusetts. Excavations will be conducted at the site of Clark's home, his "furniture shop" and other outbuildings.

Following a week of intensive orientation to the historical and material culture of early-19th-century rural New England, students will spend six weeks learning the methods and techniques of field archeology, working at the Clark site. The Field School will involve students in excavation, survey, measured drawing, conservation, computer, and other field, lab, and recording activities. Lectures, workshops, and informal seminars will complement the work in field and lab.

This is expected to be the first of several seasons of excavation which will combine with extensive documentary and architectural study of the sites and neighborhood to provide the basis for a new interpretive exhibit at Old Sturbridge Village.

The Field School is designed as the equivalent of two full courses at either the graduate or undergraduate level. Eight semester hours of credit are available through Clark University in Worcester, Mass., for an additional fee of \$100. The basic program fee of \$500 covers all materials and fees and includes complementary admission to Old Sturbridge Village during the program. Local housing during the Field School is also available for an additional fee. Participation is limited to 20 students. Applications will be processed as received. For further information and application forms, please contact: David Simmons, Archaeology Field School, Old Sturbridge Village, Sturbridge, Mass. 01566. Telephone: (617) 347-3362.

David Simmons  
Old Sturbridge Village

## HISTORIC ARCHEOLOGY FIELD SCHOOL AT THE ISLES OF SHOALS

Archeological investigations, sponsored by Earthwatch and the Shoals Marine Laboratory of Cornell University and the University of New Hampshire, were directed by Faith Harrington last August at the Isles of Shoals for the second season of a long-range research investigation focusing on the history of this island group. The Isles of Shoals feature prominently in the early history of New England because of their importance in the international cod fishery. Here a major commercial entrepot developed probably as early as 1620 and continued throughout most of the 18th and 19th centuries, with the price of fish in the world market still quoted from the Isles of Shoals as late as 1822.

To date, archeological reconnaissance surveys and limited testing of certain sites have concentrated on the earliest features and structures at the Shoals, and particularly those which might be associated with the first fishery. Conservation concerns, as well as research interests, guide this approach since these sites are exposed to the destructive forces of water and wind erosion. In 1986 the remains of an intact fort on Star Island were discovered. Fort Star was built in 1653 to defend the fishery and the island inhabitants and was dismantled in 1774 upon the eve of the Revolution when the British threat along the coast increased. Over the past few years, several foundations dating to the first half of the 18th-century or earlier have been located on Appledore Island, and the remains of numerous structures including hotels, cottages, houses, barns and other outbuildings have been identified through documentary and cartographic research and a study of aerial photographs. On Smuttynose Island, several foundations dating to the 19th century surround a small cape-style house believed to be one of the oldest buildings in the state of Maine. Prior to the Revolutionary War, Smuttynose Island housed a tavern, brewery, bake

house, ropewalk, and blacksmith shop, facilities which served the active fishery. Using aerial photographs and cartographic and documentary information of all types, "building inventories" have been constructed to pinpoint, record, and map structural remains on each of the islands and to indicate potential areas for future archeological investigations.

A fifteen-member Earthwatch team helped conduct survey activities and test excavations on Lunging Island during the last two weeks in August 1987 (field report available from Faith Harrington, Boston University, Archaeology Dept., 675 Commonwealth Ave., Boston, MA 02215). Documentary evidence and oral tradition suggests that a trading post built ca. 1620 by the London Company was located here. However, thorough archeological testing did not recover any materials dating to the 17th or 18th centuries. Many 19th-century artifacts were uncovered, however, and provide information about the use of the island at that time and the construction dates for two structures.

Earthwatch and the Center for Archaeological Studies at Boston University will be sponsoring the Isles of Shoals Maritime Archaeological Project from August 1st through August 27th, 1988. During the summer of 1988, archeological investigations will concentrate on locating and identifying structures such as stages, flakes, sheds, living quarters and other facilities associated with the early fishery at Appledore. Appledore is the largest of the Shoals with several important sites located there, including the remains of the "mansion house" of William Pepperrell, an influential and prosperous merchant who was actively involved in the fishery during the second half of the 17th century. The building inventory research, based on aerial photographs and all the currently available cartographic and documentary data, indicates that well over 40 structures (not including what would have been numerous buildings associated with the 17th-century fishery) once stood on Appledore Island.

Archeological reconnaissance survey techniques will be employed on Appledore in an attempt to locate

and identify any historic or pre-historic sites. Ground-search survey techniques will include visual inspection of the island, soil core sampling, and limited shovel test pit excavations. Participants can enroll in this project through Boston University's Center for Archaeological Studies (675 Commonwealth Ave., Boston, MA 02215, Ph. 617-353-3415) or Earthwatch (680 Mt. Auburn St., Watertown, MA 02272, ph. 617-926-8200) for either a 2-week or a 4-week session.

If sufficient interest and numbers develop, an underwater research component will be added to the project. Dr. Robert Farrell of Cornell University will direct qualified participants in underwater archeological research, specifically in shoreline searches to locate the submerged remains of the fishery staging facilities and to retrieve soil samples which may contain faunal material (fish bones) that will help pinpoint the exact species of fish taken and perhaps provide information on seasonal aspects of the fishery.

Faith Harrington

## MASSACHUSETTS HISTORICAL COMMISSION CELEBRATES 25TH ANNIVERSARY

### HONORS SIA & SNEC MEMBERS

The Massachusetts Historical Commission, created by an act of the state legislature in 1963, celebrated its 25th anniversary at the Third Annual Massachusetts Preservation Conference on May 13th, sponsored by the Commission and Historic Massachusetts, Inc. The Southern New England Chapter was among the thirty-two local and regional groups that were co-sponsors of the conference, held in New Bedford.

As part of the 25th Anniversary celebrations, the Commission honored twenty-five men and women "whose leadership and commitment exemplifies why historic preservation has worked in Massachusetts." Six of those to whom awards were given were SIA or SNEC members. Architects Tim Anderson and George Notter were

jointly recognized as two of the pioneers in the adaptive use of historic buildings. Among the very earliest was the conversion of the Prince Spaghetti building in Boston's North End to 42 condominium units and office space. Richard M. Candee, Director of Boston University's Preservation Program and one of the founding members of SNEC, was honored for his role in training preservation professionals (including many of the MHC staff), as well as championing local advocacy as a way to influence public policy. Patricia FitzMaurice, another SNEC founder and director of the Old Schwamb Mill in Arlington, won the Commission's praise for her dedication to the preservation of the Schwamb Mill, demonstrating that "the way we have earned our livelihood over the centuries is as telling of the human spirit and condition as the houses we have built and the civic monuments we have founded."

Paul McGinley, civil engineer and preservation planner, was honored for innovative urban planning, based on both historic resources and community needs. His plan for Newburyport, one of the earliest to reverse traditional demolition-style urban renewal, was followed by successful plans for Lawrence, Salem, Holyoke and other communities. Charles Sullivan, executive director of the Cambridge Historical Commission, was cited for making Cambridge the model for the successful integration of preservation into the general planning process, from the completion of the city's widely respected architectural survey in 1977 to a model Paint Grant program for North Cambridge residences.

As part of the Massachusetts Historical Commission's continuing celebrations during its 25th anniversary year, MHC is mounting a photographic exhibition of Massachusetts buildings and structures; the exhibit will open at the Boston Athenaeum on August 22 and run through September 9th. The show will now include new black-and-white and color photographs taken for MHC by HABS and HAER photographers Jack Boucher and Marty Stupich.

Betsy Friedberg  
Boston, MA



## Article

### IA IN NEW ENGLAND, AN OVERVIEW

[Editor's note: This short article was originally given as a talk at The Conference on Industrial Archeology in New England, held at Plymouth State College on February 6, 1988.]

This conference is very much an outgrowth of the great volume of research that has been conducted on industrial sites in New England over the past 20 years. Some of you were actively researching early industrial sites and industrial processes well before you had even heard of a field of industrial archeology. But this introductory paper will be directed more toward those who are fairly new in the field. I want to present a little bit of the history of the Society for Industrial Archeology, and I want to make a few observations about where we seem to be right now and what we might want to be doing in the future as a preservation and education-oriented group.

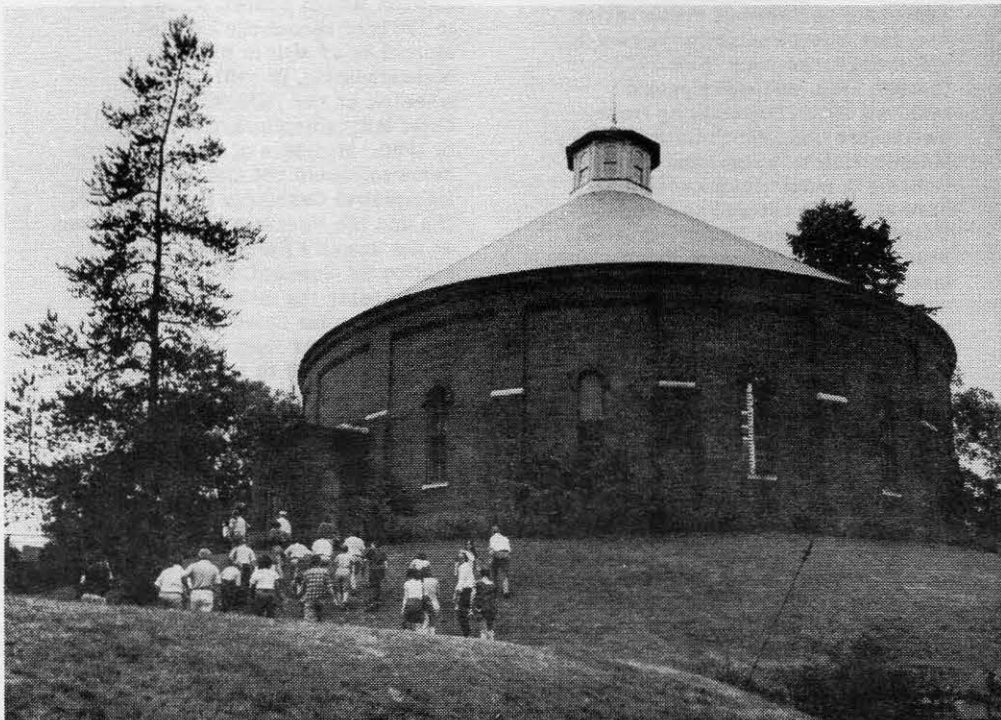
As a group concerned with understanding and preserving older forms of technology, we rightfully have a very full agenda when it comes to recording our rich industrial heritage here in New England. And above all, we have a great obligation to others to help them understand the importance of preserving older industrial building; of rehabilitating them, rather than tearing them down; and we all must share in finding ways to make older technology relevant to the industry of today. The technology of the past must continually be recycled and adapted to become the technology of the present and the future.

Our indebtedness to the British for really beginning the field of industrial archeology is well known, and our own American and Canadian-based Society for Industrial Archeology did not begin until 1971, when an organizational meeting was

held at the Smithsonian (on October 16). In 1972 we started to publish a newsletter, under the editorship of Robert Vogel, and in 1975 a journal was started with Emory Kemp as editor. In 1976, our Southern New England Chapter became the third regional chapter to be formed, with only the Roebling Chapter (in New York City) and the Montgomery Meigs Chapter (in Washington) being older. The organizational meeting was held at Slater Mill Historic Site in Pawtucket, RI, and Ted Penn (who was then at Old Sturbridge Village) became the first Southern Chapter President. It was not until 1980 that the Northern New England Chapter was established during an organizational meeting at the New Hampshire Historical Society in Concord; and afterward we toured the Concord Gasholder House (1888). Also in 1980, the New England Chapters began a joint Newsletter for reporting current research in New England.

These have been exciting years, and we have watched a great many organizations work to foster a greater appreciation of our industrial past. Large and small institutions such as Old Sturbridge Village, Slater Mill, the Museum of American Textile History, the Saugus Ironworks, the American Precision Museum, and the Old Schwamb Mill in Arlington were all very active in

The Concord Gasholder House, Concord, N.H. Concord Natural Gas Corp. and its successor Energy North has superbly preserved this structure which survives as the most intact gasholder in the country.



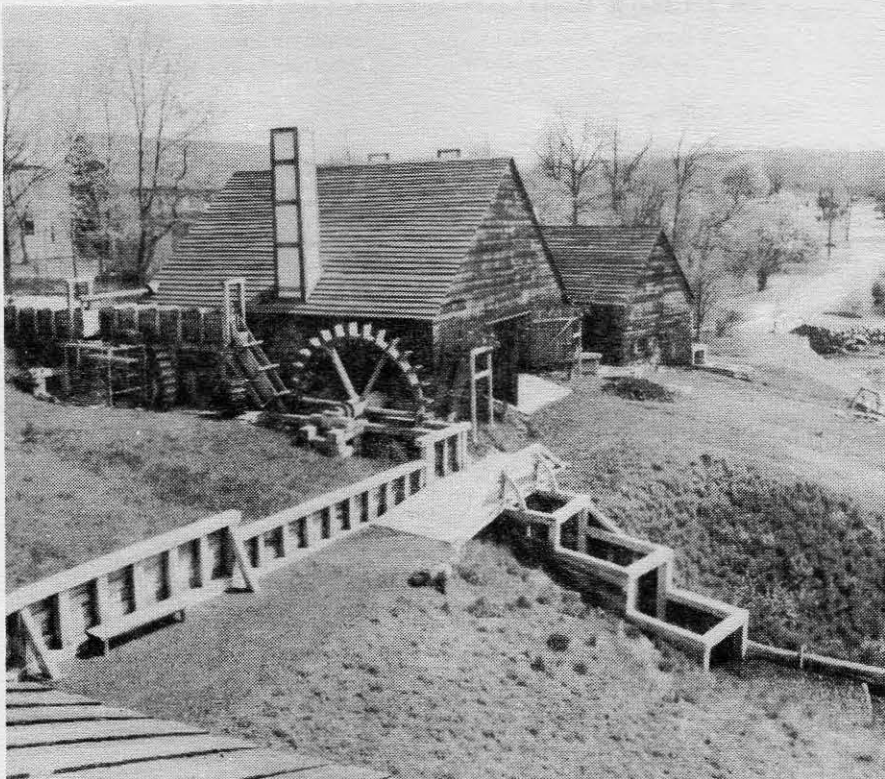
educating the public during this period, but there have been newcomers. For example, Mike Folsom organized the Charles River Museum of Industry inside the original Waltham Mill (1814). The Eli Whitney Museum was started in Hamden, Connecticut. And the Belknap Mill in Laconia, New Hampshire, was finally "saved" and is now emerging as an important regional cultural center.

In June of 1978 Lowell National Historical Park was established as a unit of the National Park system. This urban park has offered tours of canals, textile factories and housing to millions of visitors. Coupled with the annual Lowell Conference on Industrial History that began in 1980, Lowell has become the showpiece for industrial history in our region. On a smaller scale, but also of great importance, is the rehabilitation of the Charlestown Navy Yard. Deactivated by the U.S. Navy in 1974, this is now the site of all manner of adaptive reuse, ranging from National Park Service facilities to condominiums. Buildings like the Ropewalk (1834-1837) and the Forge & Chain Shop (1903) can still be interpreted to the public, thanks to respectful rehabilitation.

Also during this period, the University of Vermont Preservation Program offered summer courses in industrial archeology from 1977 through 1982, and many people received their first training from instructors like Eric DeLony, Pat Malone, Helena Wright and others. Courses in industrial archeology have also been offered at Brown University, Boston University, MIT, Brandeis, and Rensselaer Polytechnic Institute, so we can argue that a widening circle of students have been exposed to our field. Important recording projects have been sponsored in New England by the Historic American Engineering Record, including several projects in Lowell; a project at the Old Schwamb Mill; broad-based surveys of industrial sites in the states of Rhode Island and Connecticut, and of the Lower Merrimack Valley; [1] and excavations at the Eli Whitney Armory in Connecticut. [2]

Our two New England Chapters have also sponsored recording projects of their own, with Southern Chapter members getting out to dig at the

The reconstructed Saugus Iron Works, Saugus, MA. This is now maintained and interpreted by the National Park Service.



Lawton Mill in Exeter, Rhode Island, in 1981; to record the Larkin-Morrill Snuff Mill in Byfield, Massachusetts, in 1981; and the wheelpit of the 1830s Gurleyville Grist Mill (Mansfield, Connecticut) in 1980. Members of both Chapters came to record the Concord (New Hampshire) Gasholder House in 1982 [3]; and the Northern Chapter worked at the Sewall's Falls dam and power station (in Concord, N.H.) in 1985. [4] Probably the most important lesson that has come out of these projects is that most of our members very much want to take part in the field-recording of threatened sites. I think that we all enjoy "touring" old industries, but we prefer having the chance to "make a difference" by working together as Chapters to draw, dig, or photograph a mill, a dam, or a wheelpit before it is lost. It is this more "active" approach which I believe will increasingly have to dominate our activities--we will continue to have tours, and to give papers at meetings, but we will grow stronger as Chapters by pitching in together

to document sites. If each Chapter can sponsor a couple of hands-on recording projects each year, then we will continue to attract new members.

New England has also hosted its share of national SIA meetings and tours. These have included the Merrimack Valley meeting in 1976, based in Lowell, Lawrence, and Manchester; the Hartford meeting in 1981; and the Boston meeting in 1984, held in conjunction with the International Conference for the Conservation of the Industrial Heritage. National Fall Tours in New England have visited sites in the Quinebaug Valley of Massachusetts and Rhode Island in 1972; Rhode Island again in 1978; Coastal Maine, from Portland to Bath, in 1982; and Coastal Connecticut and Rhode Island in 1986. In addition, some 12 articles on New England sites have appeared in the national *IA* journal, so we've worked hard to convey to the rest of the country the enthusiasm and excitement that we feel for New England industry.



During the eight years that I've been editor of the Newsletter, I've watched articles come in dealing with each state, stressing industries and processes that are often just barely "hanging on", and it is almost chilling to realize that soon the only written record left for many of these industries will be the writings of our members. A great many of these writings have come out of Massachusetts, where we have the largest number of members, but quite a bit of industrial archeology is also being written up for New Hampshire, Connecticut and Vermont. Still, if it were not for the work of Vic Rolando, the number of articles on Vermont would be very low. Rhode Island is perhaps the most curious state, because much work is being done--Slater Mill and the Rhode Island Historical Commission have both recorded many sites--yet this is rarely reported on more broadly. When it comes to Maine, the one bright point is the very exciting and well-thought-out new exhibit at the Maine State Museum. "Made in Maine" may well be

the finest exhibit anywhere devoted to the industrial history of a state. [5]

Now, so you won't think that I'm just going to do a lot of congratulating here, I must also mention the down side. A lot of major industrial sites have been destroyed in New England in recent years, sometimes by fire or arson, sometimes through neglect, and sometimes by insensitivity by developers or state highway departments. Among the major losses we have to include the Lawrence Manufacturing Corp. in Lowell that burned in March of 1987; [6] the Crown Mill in North Uxbridge, MA, that burned in 1975; the 6 1/2 acres of downtown Lynn, MA, the great shoemaking center, that burned in 1981; [7] the Kerr Thread Company that was destroyed in Fall River, MA (the "Spindle City") by a fire in January of 1987; and the destruction of the Arch Bridge in Bellows Falls in 1982, by the New Hampshire Department of Highways (who found it so solidly constructed that they

couldn't blow up its abutments, and instead were forced to cut through it with torches!). [8] Probably our highest obligation now is to those sites that are still "threatened", sites like the town of Harrisville, NH, where the proposed rerouting of Route 101 could forever spoil the 19th century appearance of this lovely textile community; [9] and the Cornish-Windsor Covered Bridge across the Connecticut River, the longest covered bridge in this country, which at the present rate may eventually fall into the river before opposing sides decide just how to conserve it!

Still, we are seeing a lot of positive signs for the future. The Education Project sponsored by the SIA has produced a work book for teachers to use in educating their students about industrial archeology--we certainly need to provide such means for teachers to introduce IA to their curricula. [10] The program of Heritage State Parks in Massachusetts, begun in 1979, has taken many of the older industrial communities in that state--including Lowell, Fall River, Lynn, North Adams, Gardner, and Holyoke--and opened them to the public. Also, because of the Tax Act regulations, National Register nominations, and the great numbers of environmental impact statements to be prepared, there has been an "avalanche" of data-gathering on industrial sites in every state. So little has been synthesized yet, that we cannot claim to know really which mills, which dams, which turbines are significant. Significance is the question that every state historic preservation office must deal with, and we must try to help them when it comes to assessing industrial sites. To this end, colleges need to offer more graduate-level training, and we need to get out more publications on less-well-known industries--such as tanneries and lime kilns. The challenges that face us are immense, but the quality of early industrial resources in New England make the effort worthwhile!

#### Notes:

1. Gary Kulik and Julia C. Bonham, Rhode Island: An Inventory of Historic Engineering and Industrial Sites (SIA, 1981); Peter M. Molloy, The Lower Merrimack River Valley: An



Touring the abandoned, round brick kilns located in North Yarmouth, Maine.

Inventory of Historic Engineering and Industrial Sites (Merrimack Valley Textile Museum, 1978).

2. Eli Whitney Armory Site (HAER, 1974); David R. Starbuck, "Archeological Research at the Eli Whitney Factory Site," Journal of the New Haven Colony Historical Society, Vol. 25(1):8-27.

3. William L. Taylor, "The Concord (New Hampshire) Gasholder: Last Intact Survivor from the Gas-Making Era," IA, Vol. 10(1):1-16.

4. David R. Starbuck, "The World's Longest Timber Crib Dam: The Sewall's Falls Dam in Concord, New Hampshire," The New Hampshire Archeologist, Vol. 26(1):103-115.

5. Paul E. Rivard, Made in Maine (The Maine State Museum, 1985).

6. SIA Newsletter, Vol. 16, 1(1987):1.

7. SIA Newsletter, Vol. 11, 1(1982):1-2.

8. SIA Newsletter, Vol. 12, 1(1983):1-3.

9. SIA Newsletter, Vol. 11, 2(1982):1.

10. People, Places, Power: A Work Book for Industrial Archeology (Society for Industrial Archeology, 1985).

David Starbuck  
Rensselaer Polytechnic Institute

Former textile mills located in the center of Harrisville, N.H.



## NEW PUBLICATION

Salisbury Beach (1638-1913). A Place to Gather by Betsy H. Woodman. 300 limited ed. imprints. Originally published in Essex Institute Historical Collections, January 1988.

## MEMBERSHIP APPLICATION

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.

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

### Northern New England

\_\_\_\_\_ Regular \$5.00 U.S.  
\_\_\_\_\_ Student \$3.00 U.S.

Make checks payable to: Northern New England Chapter, Society for Industrial Archeology, and mail to:

Vic Rolando  
Treasurer, NNEC-SIA  
41 Lebanon Ave.  
Pittsfield, MA 01201

### Southern New England:

\_\_\_\_\_ Regular \$5.00 U.S.  
\_\_\_\_\_ Student \$3.00 U.S.  
\_\_\_\_\_ Life \$100.00 U.S.

Make checks payable to: Southern New England Chapter, Society for Industrial Archeology, and mail to:

Maureen Cavanaugh  
Treasurer, SNEC-SIA  
81 Chapman Street  
Wollaston, MA 02107