Society for Industrial Archeology · New England Chapters

VOLUME 17 NUMBER 2 1997

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President's Report, SNEC

In the late fall of 1994, the Boston Landmarks Commission approached the SNEC with a request for help on emergency documentation of the Revere Sugar Refinery in Charlestown, a complex slated for demolition. On a December Saturday Chapter members showed up to help with photography, video recording and (unexpectedly) the salvage of hundreds of plans and documents abandoned in the company offices. The Chapter's enthusiastic response helped convince Boston Landmarks to reexamine its need for information on the City's surviving industrial history, and led to a major citywide survey of historic industrial properties, work reported on at the last winter meeting by Matt Kierstead and Mary Kate Harrington of the Public Archaeology Laboratory, Inc. Much of the research legwork for this project (many boxes of material now at the Massachusetts Historical Commission) had been completed over a decade earlier by SNEC past-President Peter Stott, in preparation for the national SIA meetings in Boston, although only a small fraction of this work found its way into the *Industrial Archeology of Boston Proper* published by MIT Press. PAL's new synthesis, recently completed, adds significantly to this, and has already helped to inspire the Boston Preservation Alliance to advocate for threatened 19th century brewery buildings in the Jamaica Plain/Mission Hill neighborhoods this fall. My point is that chapter members continue to make a difference - through research, advocacy and publication - in keeping IA heritage on the public agenda throughout the region.

Though it has already happened by the time you read this, IA has also been on the agenda of the Council for Northeast Historical Archaeology, which included IA as a major theme of its annual meeting in Altoona, PA, Oct 17-19. Many SNEC members were key program participants, including Program Chair Karen Metheny, David Poirier, Cece Saunders, Bob Stewart, Betsy Kearns, David Starbuck and maybe a few others! Two sessions focused exclusively on the *Archaeology of Industry and Worker Identity*, and IA field excursions and topics permeated the event.

Finally, although it is reported elsewhere in the Newsletter, I would also like to acknowledge here the life and work of our friend and colleague Bill Smith, who passed away this Spring. Those of us who worked with Bill on a daily basis knew especially his tireless advocacy for historic bridges. As one small tribute we are working with the City of Boston to try to name the Summer Street Bridge over Fort Point Channel in his honor.

Michael Steinitz
Somerville, Massachusetts

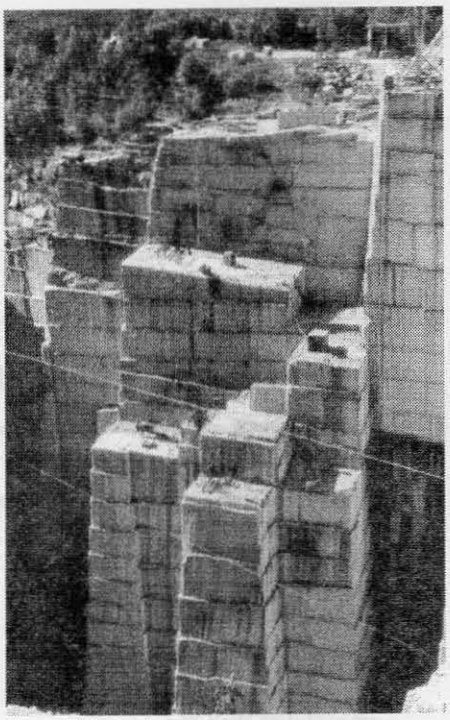
President's Report, NNEC

The Northern New England Chapter has had two meetings since the last newsletter. The Spring, 1997, meeting was held at the Belknap Mill and other mills in Laconia, NH. Mary Boswell, Director of the Belknap Mill, led the tour of the mill, the oldest unaltered brick textile mill building in the U.S. As this meeting was held in conjunction with Industrial Heritage Week of Laconia, the Mayor of Laconia, Matt Lahey, read a proclamation concerning Industrial Heritage Week. Attendees at the meeting also were able to tour Starr Specialty Knitting and the Allen Rogers wood turning mill. A box lunch was available at the Busiel Mill. Many thanks are due Mary Boswell and Dennis Howe for organization of that Spring meeting. Industrial Heritage Week was a joint project of the City of Laconia, the Belknap Mill Society, and the Greater Laconia/Weirs Beach Chamber of Commerce. Next year, special events honoring Laconia's Industrial Heritage Week will begin on Saturday, May 2, 1998. For more information, call the Belknap Mill at 603/524-8813.

The SIA Northern New England Chapter's Fall, 1997 meeting was held in Barre, Vermont, on Saturday, September 27. Duncan Wilkie of Vermont's Agency for Transportation was the organizer. The tour of the various components of Barre's granite industry began at the Aldrich Public Library in downtown Barre, where Duncan had provided numerous maps and information concerning the places we were about to see. From the library we went by car caravan to Rock Sales's granite shed, where new owner Mark Trion gave us a tour of a granite shed which is being refurbished. The group also visited Gary Sassi's Celestial Memorial Sculpturing Studio, the Jones Brothers' Granite Plant, once "the largest granite manufacturing plant in the world", now empty, and stopped for lunch. After reconvening at the Aldrich Public Library, we were able to view a now disused quarry, and then visited the Rock of Ages Quarry, where we had a fine presentation on the manner in which granite is taken from the quarry. The group then moved on to Hope Cemetery, where a sculptor led us on a tour of monuments he particularly admires. Duncan even had arranged for warm and sunny weather. He worked very hard at organizing this fine tour. Thank you, Duncan.

The Annual Conference of the combined Northern New England and Southern New England Chapters is scheduled to be held February 7, 1998, at Plymouth State College. Matt Kierstead, Public Archeology Lab, Pawtucket, RI, has agreed to be in charge of the call for papers for that meeting. Dennis Howe, who has given so generously of his time in printing the newsletter and in sending out the call for papers, and organizing paper sessions, is now President of the New Hampshire Archeological Society. The NHAS and the SIA Northern New England Chapter are working on arrangements for a summer tour of the Palermo Mine in Groton, NH, which is owned by NNEC member Robert Whittemore. There is space for a cookout and a picnic. The mine was a source of beryllium for the Manhattan Project, as well as mica and quartz. At one time over 65 workers were employed there, including miners from Cornwall.

Katherine C. Donahue
Plymouth (NH) State College



(Above) Members and friends who participated in the NNEC fall tour in Barre, Vermont, were treated to this spectacular view of an active Rock Of Ages granite quarry.

(Below) Barre tour participants explore the open space and architecture of Mark Trion's granite shed which is undergoing renovation. The group also visited Gary's Sassi's sculpturing studio and watched artisans carve granite memorials using pneumatic chisels. Photos by Dennis Howe.

William D. Smith (1937-1997) A Personal Rememberance

William D. Smith passed away on May 25th, 1997. For the benefit of those readers who never knew him, Bill was an incomparable authority on bridges for the Massachusetts Historical Commission, a leading spokesperson on the Americans with Disabilities Act (ADA), and an enthusiastic member of the Society for Industrial Archeology and the Southern New England Chapter.

Bill and I both started at the Massachusetts Historical Commission in 1979, when the Commission, then under Pat Weslowski, was still in the Old South Building in downtown Boston. I was new to Boston and Massachusetts; Bill was new to preservation. He had fallen from his roof seven years earlier, and, as a paraplegic, was then only recently out of rehab. His friends thought that a job with state government would help him recover. As an industrial historian, I became part of the MHC's new reconnaissance survey team; Bill went to work for Lee Gurney, the grants program. The reconnaissance survey kept me out of the office for much of the time in those first years, and my memory of MHC is dim. But about 1981 I was asked to review a bridge inventory that the Department of Public Works had begun in order to meet Federal requirements. 1 developed a primitive inventory review procedure, and not long after Bill joined me in the project. He knew nothing about bridges, but he took enthusiastically to it. His father had been a railroad mechanic in the Boston & Albany's Brighton yards, and Bill also had schooling and an intuitive understanding of mechanics and mechanical engineering. He came to know by heart the HAER pamphlet on bridge truss types, and the SIA truss poster hung above his desk. Effortlessly, he understood the difference between the compressive and tensile forces in a given truss type. When Stephen Roper (SIA) took over the DPW's historic bridge survey, the two of us became a triumvirate, and we often met over lunch in the Transportation Building. By 1985, when I left MHC, his friends in other state and national offices had given him both perspective and a growing number of contacts with whom he exchanged information about bridge surveys, and 19th-century engineers and bridge companies. One of his last projects was the review of the Boston' s Summer Street Bridge over Fort Point Channel, one of the nation's last surviving retractile bridges. Bill was instrumental in formulating the rehabilitation plans for this bridge and for the retention of its key moving features.

Bill always looked forward to the bridge symposia at SIA conferences, and together we made a number of memorable road excursions to Wheeling, Quebec, Toronto and Newark, not to mention shorter trips in New England. The highlight of his last trip - across the Atlantic to London - which he took with his family when he was asked to advise the National Academy of Arts and Sciences on handicapped access, was a tour of Tower Bridge, the quintessential lift bridge.

He told people that he was a Republican before he fell, but a Democrat when he hit the ground. As a new member of a minority group, he appreciated the needs of all minorities more than he ever would have before his accident. He helped the Justice Department to write the regulations for the new Americans with Disabilities Act and was often asked by the National Park Service, the NEA and other groups to talk about architectural barriers and historic preservation. He brought the same understanding to other minority groups, but he was quick to recognize pretense; he had no patience for political posturing.

Bill was an early proponent of electronic mail at MHC, and we stayed actively in touch even when I left to work at UNESCO in Paris. In the early summer of 1996 he wrote enthusiastically of the new Pentium PC he was going to buy, but less than a month later he entered the hospital to correct infections that had gone untended. He spent nearly six months there, and then several more recovering at home in Marshfield where I had a chance to see him in December. We compared notes on our respective computers: his new Dell that he finally had been able to use, and my new laptop. Though still weak, he spoke enthusiastically about returning to MHC. His last e-mail message to me in March, spoke of how glad he was to be back at work. "I am doing well. I am working 3 to 4 days a week. I usually hit the wall around 3:30 and go home, but it's great to be back working." In April he returned to the hospital for what we all thought was a routine checkup, but which instead revealed other more complicated problems, leading to his death on the last Sunday of May.

At Bill's service were MHC staff from every generation of his career there of over 18 years. Bill had been at MHC longer than anyone, and it had become a Second family for him. Many of us can still recall his "Santa Claus" roles at successive staff Christmas parties. And, depending on perspective, many MHC staffers came to see him as a father or brother. He took a personal and genuine concern in our lives when, as sometimes will happen, personal problems clouded our professional judgment. Because of our common interests, I benefited more than many from his wisdom and love. There is no one in my galaxy whose light I will value more.

Peter Stott

Call for Papers

Proposals for papers to be presented at the Annual Conference on New England Industrial Archeology to be held Saturday, February 7, 1998 at Plymouth State College should be mailed to Matt Kierstead, Paper Chair 22 Rosewood St., Apt. 3F Pawtucket, RI 02860

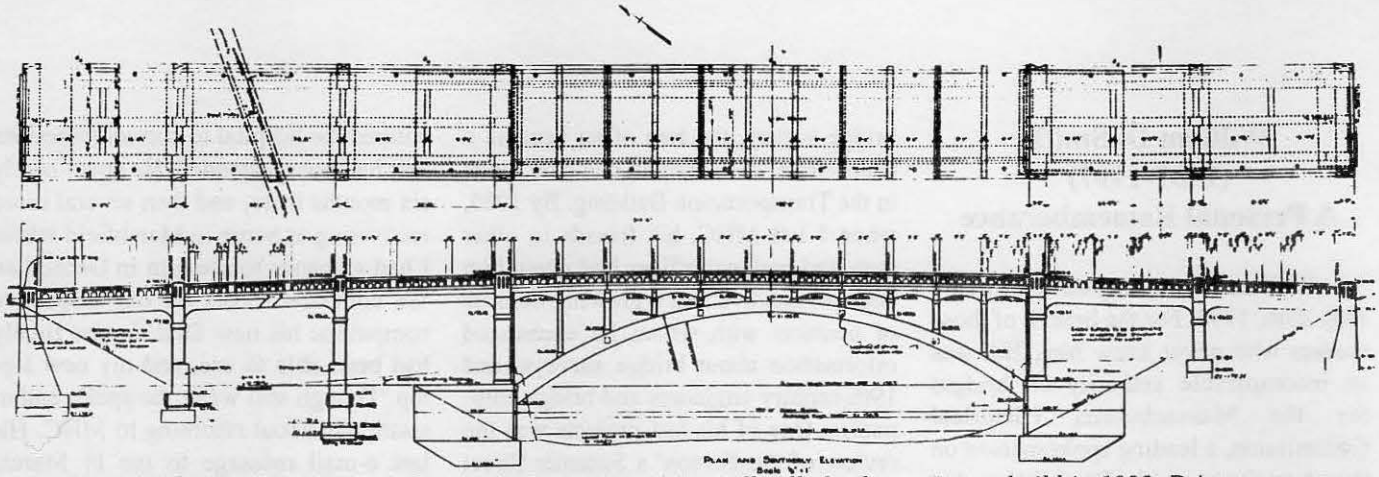


Plate 1. *Plan and profile from the original drawing of the Kellyville bridge as it was build in 1933. Print courtesy of the New Hampshire Department of Transportation.*

"A Beautiful as Well as a Substantial Structure"

The bridge which carried traffic over the Sugar River at Kellyville in Newport, New Hampshire, from 1933 to 1997, has been replaced. The Kellyville Bridge, a graceful reinforced concrete arch, with open spandrels rising from the arch to carry the roadway, and with open approaches on each end, was 320 feet long overall. As originally built, the bridge contained over 1600 cubic yards of concrete and 138,000 pounds of reinforcing steel, and cost just under 55,000 dollars. (Plate 1.)

In recent years the bridge has decayed badly. The concrete is cracked, and there are large areas where spalling has exposed sections of the steel reinforcing bars. Steel beams were added to support crumbling sections of the roadway. Some years ago the crumbling balustrades were removed and replaced with steel guard rails. (Plates 2 and 3.)

The bridge replaced and earlier through truss bridge on the same site. The older bridge was the same level as the railroad, and the grade crossing was right at the west end of the bridge, a cause of several accidents there. (Plate 4.)

The bridge was built as a Federal Aid Emergency Project in the spring of 1933. The Federal Aid Emergency Act, passed by a Democratic-controlled congress over President Hoover's veto, made money available to the states for public works. Under the Act, the contractor, Angus Ferguson, of Concord, New Hampshire, was to use, as far as possible, laborers from lists prepared by the State Unemployment Committee. Preferences in employment was given to veterans of World War I who had dependents. In order to spread the work, the men were limited to thirty hours a week. As the *Newport Argus Champion* noted, "many men who have been given town and county aid will have an opportunity to work the Kellyville project." Soon, 122 men from Newport were at work on the bridge.

Plate 2 (above). *The Kellyville bridge as it appeared shortly before demolition. The deterioration of the roadway is evident. Author's photo.*

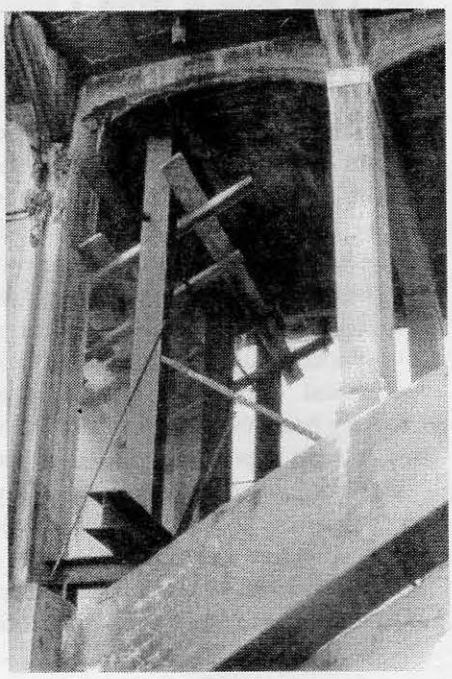


Plate 3 (below). *Detail of steel reinforcing beams added to support the bridge. Author's photo.*

The work started with the construction of a temporary bridge and the dismantling of the steel bridge.

By the middle of April, 1933, concrete abutments on both sides of the

river had been poured, the falsework for the three approaches on the west end, and one of the approaches on the east end, and for the main arch over the river was in place, and the forms for the beams, girders, and arches were almost completed. And then it started to rain.

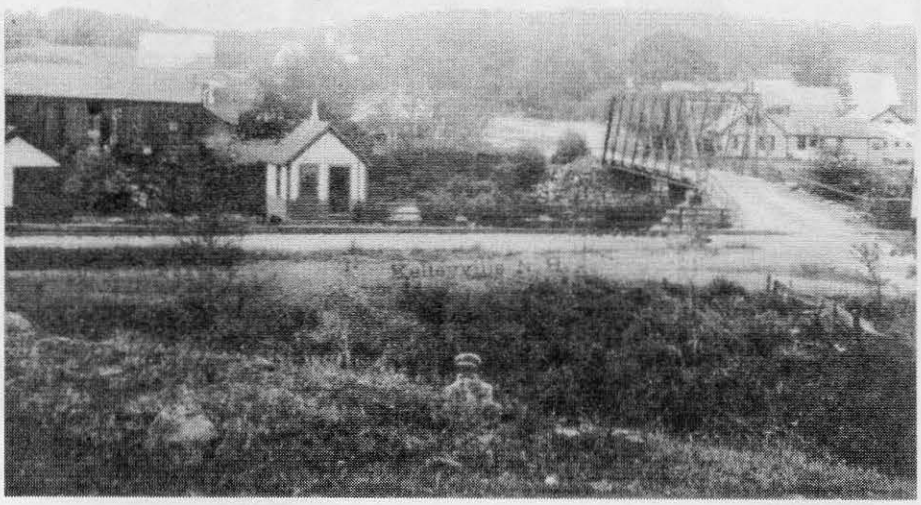
It rained for five days, and the river rose fourteen feet. The men worked desperately to save the structure but at 4:00 A.M. on Tuesday, April 18, 1933, the falsework for the arch was swept away. The *Argus Champion* reported that the men were all safe and that the abutments were still sound but that the falsework had been swept one-quarter mile downstream where the wreckage littered and island in the river.

The bridge was opened, a few weeks late, on July 7, 1933. The *Argus Champion* called it "a beautiful as well as a substantial structure."

The concrete arch bridge is being replaced with a simple steel girder bridge. The new bridge will be safer for traffic and easier to maintain. It will be substantial. Time will tell if it will be thought beautiful.

Walter A. Ryan
Claremont, NH

Plate 4 (below). *The truss bridge over the Sugar River at Kellyville. This is the bridge which had been replaced by the arch bridge in 1933. Photos courtesy of Raymond Reid.*



Fall 1998 SIA National Tour Planned for Hartford-Springfield Area

SIA-SNEC Chapter Member Bob Stewart continues his plans to host a National SIA tour to take place Sept. 30 to October 3, 1998 in the greater Hartford-Springfield Area. The base of operations for the program will be Windsor Locks, CT. Development of the program continues, but Bob reports some planned highlights of what promises to be a full itinerary. Early bird tour will be of the Windsor Locks Canal with alternative tour of Newgate Prison and copper mine. Process tours will include: Smith & Wesson, Springfield, MA; SpecTran (fiber optics) Southbridge, MA; Hartford Clamp Company (woodworkers clamps on 19th century equipment with overhead belt-driven equipment); LEGO Systems, the toy block manufacturer, Enfield CT; Westfield Whip Company, Westfield, MA (the "Whip City"); Noble & Cooley Manufacturing Co. (toy and professional drum makers), Granby, MA; specialty paper mill and water power system, Holyoke, MA. Museum tours will include American Optical's optics and instrument museum, Southbridge, MA; the Springfield Armory Museum; the Connecticut Trolley Museum; and the New England Air Museum. Additional tours to will visit the Richmond Furnace Site, Richmond, MA; and Northeast Utilities Pumped Storage generating facility, Northfield, MA. Lunches, dinners, banquets, boat rides, and other unusual entertainments of the SIA type will all be offered. New England chapters members should note that many of the weekday process tours are of firms that are NOT open on Saturdays and therefor have not otherwise been accessible to IA enthusiasts in the region. Beyond that, the program will give us all a chance to rub elbows with fellow SIAers from all over. Kudos to Bob for bringing National SIA to southern New England! Bob obviously could use all the help he can get in program arrangements and logistics. If you think you can help out in any way, PLEASE contact him: Bob Stewart, 1230 Copper Hill Road, West Suffield, CT 06093, (860) 668-2928 - FAX (860) 668-9988, e-mail: 73071.3441@compuserve.com

MBTA Nomination as Electrical Engineering Milestone in the Works

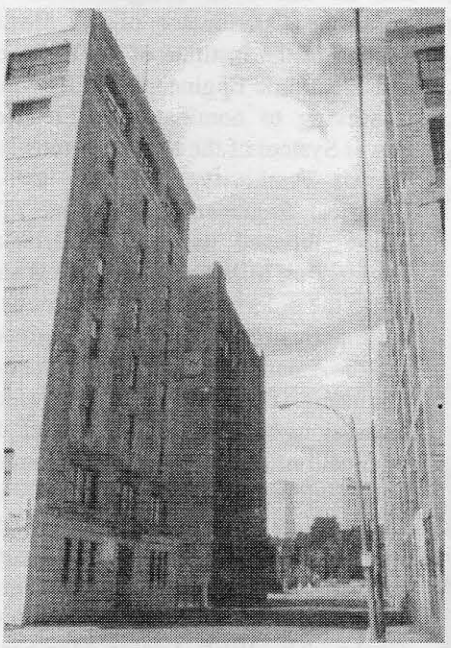
SNEC member Gil Cooke reports that he has been designated as the Milestone Coordinator of the Boston Section of the Institute of the Electrical and Electronic Engineers (IEEE) which is seeking to nominate the Electrical Power System of the Massachusetts Bay Transit Authority (MBTA) as an Electrical Engineering Milestone. The well-established nationwide Electrical Engineering Milestones program is similar to the older "landmark" programs of the American Society of Civil Engineers and the American Society of Mechanical Engineers. The IEEE is in preliminary discussions with the MBTA about this nomination. The purpose of the nomination would be to commemorate the early DC electrical system of the MBTA, the first large commercial scale electric streetcar system in the world - circa 1889. For more information contact: Gil Cooke, P.E. IEEE Senior Member, 6 Bridle Path, Framingham MA 01701, 508-620-1284, e-mail: gcooke8782 @aol.com

The Public Archaeology Laboratory Inc.

The Public Archaeology Laboratory, Inc. (PAL Inc.) of Pawtucket, Rhode Island, has been busy with numerous industrially-related documentation and survey projects in 1996 and 1997, including several of particular interest to New England SIA chapter members: the Boston Comprehensive Citywide Industrial Survey, Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) documentation of historic resources on Amtrak's Northeast Corridor; and the Richmond Furnace Historic and Archaeological District National Register Nomination.

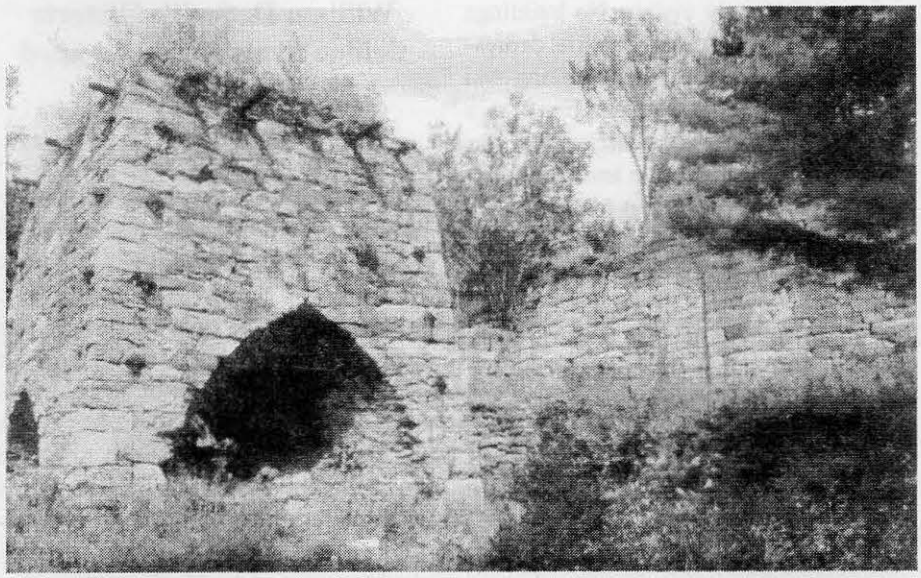
PAL Inc. recently completed the Boston Citywide Comprehensive Industrial Survey of the City of Boston's historic industrial resources for the Boston Landmarks Commission (BLC). PAL Inc. gave a work-in-progress report on this project at the 1997 Annual Conference on New England Industrial Archeology at Lowell last February. The survey project was funded jointly by the City of Boston, and by the Department of the Interior, National Park Service, Survey and Planning Grant funds administered by the Massachusetts Historical Commission (MHC). The survey provides a comprehensive analysis of the historic industrial architectural resources of New England's largest port city. The survey identified 226 individual architecturally or historically significant industrial buildings and structures located within 12 industrial districts located in Boston proper, Charlestown, East Boston, Hyde Park, the Neponset River Corridor, Roxbury, and South Boston. Approximately half of the 12 survey areas are associated with Boston's role as a seaport. These areas include facilities for the transshipment and processing of raw bulk materials, food production, storage warehouses, and rail-ship intermodal transportation. The majority of the sites identified date from 1875-1945, with masonry and reinforced concrete construction predominating. The project scope included research to determine the archeological potential at two locations. The "Boston East" site is a vacant lot on Border Street in East Boston, and was the site of two important mid-nineteenth-century clipper ship yards, Samuel Hall's 1847 East Boston Drydock Company, and Donald McKay's 1863 shipyard. The other area identified for study was the section of the Neponset River between Mattapan Square and Sturbridge Street, the site of late eighteenth and nineteenth-century paper mills. Unfortunately, both areas were found to possess little likelihood of original industrial remains due to modern industrial activities. The Boston Industrial Survey will be used by the BLC and MHC as a planning tool for incorporating historic preservation planning into a variety of overall planning concerns and areas.

PAL Inc. is completing HABS/HAER documentation for ten bridges, six buildings, and seven landscapes on Amtrak's Northeast Corridor. These sites, located in Connecticut, Massachusetts, and Rhode Island, are being documented prior to the installation of the overhead catenary system associated with the Northeast Corridor high-speed rail electrification project between New Haven, Connecticut, and Boston, Massachusetts. The documentation projects include written histories and descriptions, and large-format



Fargo Street warehouses, C Street Industrial Area, Boston Industrial Survey.

Pawtuxet River Bridge, Warwick, Rhode Island; American Bridge Company, 1906.



The Richmond Iron Works blast furnace stack.

archival black-and-white photographs for each resource. Many of the more impressive structures along the old New Haven Railroad "Shoreline" were already documented prior to this project, which includes smaller, less well-known resources such as a rare wood interlocking tower, a group of early reinforced concrete highway bridges, and rural and urban landscapes.

Richmond Furnace, Massachusetts, the scene of numerous semi-annual SIA New England Chapters volunteer recording sessions since 1992, is finally a step closer to being listed on the National Register of Historic Places. PAL Inc. is preparing a National Register of Historic Places nomination for the Richmond Furnace Historic and Archaeological District. The nomination was funded by a grant from the MHC, and is being prepared by Southern New England Chapter vice president Matt Kierstead, who is Industrial Historian at PAL Inc., with assistance from Bill Edwards of the Richmond Historical Commission. The village of Richmond Furnace, south of Pittsfield, Massachusetts, is an unusually intact nineteenth and early twentieth-century ironmaking community. Production of pig iron began in Richmond in 1830, when the Richmond Iron Works (RIW) built a charcoal-fired stone stack blast furnace to smelt abundant local iron ore with limestone flux. The furnace was one of dozens which operated over 180 years in the Salisbury Iron District, encompassing northwestern Connecticut, Southwestern Massachusetts, and part of adjacent New York State. The RIW was an important source of Union iron during the Civil War, and its high-quality pig iron was favored by railroad car wheel manufacturers for its durability. The furnace operated until 1923, an anomalously late date for charcoal iron production, incorporating the latest technological advances to maximize the efficiency of the old stone stack, one of a handful which now survive in the region, and the only one still standing in Massachusetts. The proposed historic district includes archeological remains of open-pit and shaft-type iron ore mines, charcoal kilns, limestone quarries, worker houses, an extensive waterpower complex, and the furnace site itself, which contains evidence of advances in furnace construction and ironmaking practice. Many of the original RIW buildings, including the Office, Schoolhouse, Ironmaster's house, and two phases of Greek Revival worker's housing dating from the 1840s and the 1870s are still standing and inhabited, and are included in the district. National Register listing for this unusual New England industrial archeological resource is anticipated in the Summer of 1998.

Other industrially-related PAL Inc. projects recently completed or in progress include HAER documentation for four United States Coast Guard offshore lighthouses in Connecticut: Green's Ledge, New London Ledge, Penfield Reef, and Stratford Shoal; the Wellman-Seaver-Morgan and American Revolver cranes at the General Dynamics Quincy-Fore River Shipyard, Quincy, Massachusetts; the 1902 Boston Bridge Works India Point railroad swing bridge, Providence, Rhode Island; and the United Shoe Machine Drop Forge Shop, Beverly, Massachusetts, which also includes an oral history component. National Register nominations include the Falmouth, Massachusetts Pumping Station; the O'Bannon Mill in Barrington, Rhode Island; and the Fourth Cliff Coastal Defense Battery in Scituate, Massachusetts. Archeological projects include the dams and ironmaking site at Old Pond/New Pond in Easton, Massachusetts; development of a passive industrial archeological park plan for Whitman, Massachusetts new Old Colony commuter rail station roundhouse and turntable site; and investigation of an early nineteenth-century mill site in Slatersville, Rhode Island. The Ryerson Steel plant in Allston, Massachusetts was the subject of a survey project. PAL Inc. Architectural Projects Department staff associated with these projects include Virginia H. Adams, Director of architectural Projects; Maureen A. Cavanaugh, Project Manager; Matthew A. Kierstead, Industrial Historian; Nicolas M. Avery and Mary Kate Harrington, Architectural Historians; Colleen Meahger, Joshua Safdie, and Jessica Snow, Architectural Project Assistants; and Kirk Van Dyke, Photographer. Associated PAL Inc. archeological staff include Suzanne Chereau and James Garman, Senior Archaeologists; and Kerrylynn Boire and Holly Herbster, Project Archaeologists.

Matthew A. Kierstead
Pawtucket, RI

Sharpe Trout Hatchery

A 19th-century trout hatchery site in Vernon, Connecticut, was recently nominated to the national Register of Historic Places. The trout hatchery was built in 1871 by Christian Sharpe, the rifle maker, and was on the verge of becoming the country's largest trout producer when it closed down after Sharpe's unexpected death in 1874. American fish culture was in its infancy at the time, and was a response to the decline of fish populations by 200 years of unrestricted fishing, agricultural land modification, industrial dam construction and water pollution. When Sharpe set up his hatchery trout were so scarce they sold for $1.00 per pound when the going wage was $1.00 per day. The potential profits for a trout breeder were enormous. Trout breeding, however, was in its infancy at the time, and very little was known about the early methods. Sharpe's hatchery site provides a rare glimpse into early trout propagation practices.

A reporter from a local newspaper visited the hatchery in 1873 and wrote of a hatching house "furnished with galvanized iron troughs, through which fresh water of course, is continually flowing;" "numerous little pens or flumes, all carefully guarded with screens made of fine wire cloth for keeping the young broods in their allotted quarters;" a "one story cottage... for use of the man in charge, nights;" and several pools, including one of two or three rods square and two or three feet deep which housed 1,000 three-year-old fish, and another with about 2,000 0ne-year-old fish." The newspaper went on to report that Sharpe "had facilities for hatching 300,000 one-year-old trout now, and expects to enlarge from time to time, and next year will probably produce 500,000. If his expectations are realized (and they seem quite reasonable) he will be the largest trout producer in the United States." Unfortunately, Sharpe died the next year.

The hatchery site today is so overgrown it is barely visible. No buildings are standing. A series of shallow depressions are remnants of the breeding and rearing pools. The site was built at a bend in a stream from which water was diverted via a rubble dam and a feeder to the pools. Water from the feeder flowed to and over a 40-foot-long dam/retaining wall into a 70-foot by 45-foot pond, and from over a small dam into a second pond, 40 feet by 25 feet. A third pond, 90 feet by 15 feet, is connected to the second pond and then reconnects to the main stream. The dams aerated the water to provide a healthy environment for the fish. Each pond is stone-lined, and an earthen berm was constructed between th ponds and stream to protect the pools from flooding, which would have decimated the trout crop. New the pools are three discrete 15 feet by 25 feet depressions, each about two and a half feet deep, which may be holding pools. A rectangular 60- by 70-foot configuration of fieldstone may represent the hatchery house remains. The cottage location is unclear. No subsurface testing of the site was done, nor was it cleared; it has been left undisturbed.

Men like Sharpe, although motivated by profits developed the science that was later adopted by the state and federal governments and are responsible for a raising the awareness of the need for fish conservation and propagation. The early fish culturalists pushed the New England states, the first in the nation, to establish fish commissions that would formally recognize and act to correct the depletion of fish stocks. They then provided the states with trout for stocking. The American Fisheries Society, established in 1870 by private fish culturalists like Sharpe, was one of the first private natural resources management organizations in the United States and was directly responsible for the establishment one year later of the Federal Fish Commission, which evolved into the United States Fish and Wildlife Service.

Mary G. Harper
Storrs, CT

William D. Smith Historic Bridge Symposium Planned for Spring of 1998

The SIA-SNEC, the Massachusetts Historical Commission, McGinley-Hart and Associates, and other organizations are co-sponsors of a planned William D. Smith Historic Bridge Symposium, to be held in Boston at a date in March/April 1998 to be announced. The purpose of the proposed symposium will be to commemorate the achievements of the late Bill Smith in promoting historic bridge preservation by providing a forum for the presentation and discussion of case studies, technical issues, and innovative approaches to the recording, rehabilitation, restoration and reuse of historic bridges, with a particular focus on the New England region. Tentative plans are for a weekday afternoon session and an evening dinner. (Subsequent symposia may be longer.) The program will be directed toward engineers who are working in the field of historic bridge rehabilitation, at regional historic preservation and transportation planning agencies, and others who do planning or consulting work in the field. Program plans are for four significant presentations in the afternoon; a reception; and then an evening dinner with a keynote speaker. Probable location will be at the Massachusetts State Archives next to the Kennedy Library on the south side of Boston. Exhibits of bridge drawings and/or photographs may be set up during the symposium. Those interested in participating or especially in making a presentation should contact Elsa Fitzgerald or Michael Steinitz at the Massachusetts Historical Commission msteinitz@mhc.sec.state.ma.us or efitzgerald@mhc.sec.state.ma.us; Tel. (617) 727-8470 Fax (617) 288-4505. Massachusetts Historical Commission, 220 Morrissey Blvd., Boston, MA 02125.

Village Hill Road Bridge in Columbia and Lebanon, CT

The Village Hill Road Bridge in the Towns of Columbia and Lebanon was recently slated for rehabilitation and widening through the Connecticut State Department of Transportation (ConnDOT) State and Federal Local Bridge Program. The Town of Columbia selected Anchor Engineering Services, Inc. of Glastonbury, Connecticut, to develop an engineering design for improving this historic crossing. The bridge was constructed in 1909 across the Tenmile River and is an important example of an historic stone arch bridge.

While the Town of Columbia and ConnDOT recognize the value of the historic bridge, the substructure is in need of repair and the constant flow of daily traffic presents a hazardous situation for motorists, pedestrians and bicyclists. As with so many rural historic bridges, the challenge becomes how to best maintain the service life of the bridge while respecting its historic and aesthetic values. Those values take on added significance in rural communities such as Columbia and Lebanon where rural local roads play a large role in preserving community character.

The Village Hill Road Bridge is a narrow crossing (14 feet in width), nestled in the rolling terrain of rural eastern Connecticut. It has a single 20-foot span consisting of a stone masonry arch supported by stone masonry abutments with stone masonry wing walls. The bridge's rough-faced cut ring stones define the arch in the shape of a circle segment rising from straight sides about 4 feet high. Overall, the crown of the arch is about 10 feet above the water level of the Tenmile River. The bridge crosses the river at a wooded location where country road meets country road. Although the circumstances surrounding its construction remain somewhat of a mystery, it is likely that it was constructed both to serve the local sawmill industry and to withstand potential flooding from the mill pond just upstream.

The design solution proposed for rehabilitating and widening this bridge is to restore one side of the bridge while widening and reconstructing the other side. The existing stone masonry arch and stone masonry parapet wall, end walls and wing walls on the west side of the bridge will be restored in place. The existing parapet wall, end walls, and wing walls on the east side of the bridge will then be removed and the remaining structure will be widened to the east with a poured in place concrete arch supported by poured-in-place concrete abutments with wing walls. The reconstructed portions of the structure will receive a stone masonry facing to match the existing bridge. The rehabilitated bridge will, when complete, have an overall travel width of 26.25 feet. HAER documentation is currently being completed for the Village Hill Road Bridge. Though contingent on available funding, the rehabilitation and construction phases are planned for 1998.

The Village Hill Road historic arch bridge profile looking southeast.

Carol Gould
Fitzgerald & Halliday, Inc.
Hartford, Connecticut

Whoopie!

When my book was published back in September, 1992, I said to myself that if they were all sold in five years, I would be happy. I hereby notify everyone that I am officially happy! Of the original 1525 copies of *200 Years of Soot and Sweat: The History and Archeology of Vermont's Iron, Charcoal, and Lime Industries* I had printed, I have fewer than 30 copies remaining, good enough for a rousing "Whoopie!"

That out of the way, anyone interested in copies, I have only hard cover-copies remaining, which I am selling at $35 (down from $39.95) plus $2 S&H. I also have a few slightly damaged soft-cover copies (cover spots and scratches, but otherwise complete) that I will sell to students only for $10, postage paid (include photocopy of current I.D. with order). Make check payable to me. See review by Dennis Howe in Vol. 13, No. 1, 1993 Chapters Newsletter, pp. 5-6.

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Great Bowdoin Mill Update

(Editor's note: the following is from the Brunswick, Maine, *Times Record*, October 20, 1997. It is a follow-up to previous items concerning the Great Bowdoin Mill in Topsham, Maine, which have appeared in this Newsletter .)

A scalded-down version of the Great Bowdoin Mill redevelopment project, which would remove all but four of the historic buildings on site to make room for parking spaces, will be marketed to prospective tenants.

RE Management, which holds an option on the 119-year-old property, will begin looking for several tenants to rent about 35,000 square feet of office or retail space at the mill.

The new development plan would cost between $4 and $4.5 million, including about $1 million in public money. The developer would likely require an agreement with the town in which some of the taxes generated from developing the mill would be returned to help pay for the improvements to the property.

Last year a feasibility study of a 70,000-square-foot development that would keep most of the existing building and provide enough parking for a business like a call center was studied by a group of architects and engineers put together by developers and the town. They determined that it would cost more than $10 million for the project, about half coming from grants and other public sources.

No potential tenant could be found for the mil, said Margaret Murphy, the director of Topsham Development, Inc. "It failed from a marketing standpoint," she said.

The scaled-down plan would require less expensive site work, because parking lots could be built on the ground where some of the buildings now stand. The new plan would preserve the landmark brick mill building, and three others including the building which now houses SAD 75's administrative offices.

"Its not an ideal situation from a historical preservation perspective," said Frank Fiori, Topsham's planner. "I've spent eight years working on this project and it would be nice if someone would step forward to preserve the whole site, but it might be a case where half a loaf is better than none," Fiori said.

Now the developer will look for tenants and work with the selectmen to determine what the town's role will be, Murphy said.

Any agreement they reach will have to be approved by the voters at a town meeting, she said.

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