



Society for Industrial Archeology · New England Chapters

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President's Report, SNEC

The new Board of Officers held a business meeting in July. Major topics discussed included chapter tax exemption status, group insurance, and finances. Also discussed were policies on unpaid dues, requests for letters of support for endangered resources, and tours. Long-range planning issues were discussed for upcoming conferences including Ironmasters 2000, and the February 2001 New England Conference on Industrial Archeology.

The Southern New England Chapter plans to hold this SIA event in Worcester, New Haven, or Hartford. If you live in or near any of these places, please start thinking about where we might

SNEC Members Save the Date!

Thursday, January 20th has been set as a tentative date for touring the Belcher Malleable Iron Foundry in Easton, Mass. We'll hopefully see some hot metal! Watch for details in late December.

find a venue for this event. The idea of hosting a future National SIA conference was also considered.

The Southern New England Chapter continues to advocate for threatened industrial resources. In response to requests from concerned members of the preservation community, the Chapter wrote several letters of support. These included a letter to Historic Massachusetts Incorporated supporting the inclusion of the Bridgewater, Massachusetts, Bridgewater Iron Works Stone Store House Building to HMI's "Ten Most Endangered" Resources List, a letter to the Canton, Massachusetts Historical Commission regarding the proposed demolition of the Ames Shovel Shop, and a letter to the Rockport, Massachusetts, Historical Commission regarding Rockport's plans to flood the Flat Ledge Quarry (see articles elsewhere in this issue).

The Chapter has been successful in planning more tours. The "Big Dig" and Rockport Granite Quarry tours were successful and well attended. Due to the positive response to the poll

regarding weekday tours, several weekday events are planned for the near future, including New England Ropes and the Brayton Point power plant in Fall River, Massachusetts, on Tuesday, November 16 (for tour reviews and information, see elsewhere in this issue). The Chapter Officers remind you that we are always looking for ideas for tours. Please let us know if you have any leads.

Industrial Archeology was well represented by Massachusetts Archaeology Week, October 2-11. Richmond Furnace made the event poster, and events included a tour of a railroad site archeological interpretive park (see elsewhere in this issue).

Please submit an article to the next issue of the SIA New England Chapters Newsletter—yes, YOU there reading this sentence—right now must know of an interesting, unusual, endangered, demolished, significant, tourable, industrially related place, building, site, group of resources or event in your town/area/county/state and have something interesting to say about it. I encourage you to submit an article, especially if you have never been heard from before. Those of you who research and document industrial and engineering resources for a living should be submitting reports on your work to the Newsletter regardless of whether or not it is a stipulation in a Memorandum of Agreement.

Matthew Kierstead
Pawtucket, RI

President's Report, NNEC

Approximately 35 members attended the NNEC-SIA Spring Meeting and tour at the Enfield shaker Village in Enfield, New Hampshire. The south Family was the first to settle and establish a working Shaker community there in 1794. The village was expanded to include the North Family in 1812. The trades taken up at this site from 1794 into the late 1840s included tanning and currying, shoemaking, nail and cord making, garden seeds, measure and broom making, spinning wheels, cooperage, and even clothing manufacture and medicinal herb and root growing.

At the business meeting, one of the most significant discussions centered around the increased popular use of electronic mail, and many of those in attendance expressed an interest in receiving Chapter mailings via this medium. Since that time, roughly half of the NNEC membership has been added to the email list, and it has proven successful. The director of the Enfield Shaker Village, Michael O'Conner, then gave an extremely interesting "mill walk" on the Village grounds, elaborating on the versatility of the Shaker community and their work.

In the afternoon, participants traveled to White River Junction, VT, and viewed the ca. 1892 locomotive constructed by the Amoskeag Company in Manchester, NH. The locomotive was in the process of being restored

by members of the National Railway Society, who gave a brief history of the locomotive and described its noteworthy features. Next, we visited a Boston and Maine Railroad roundhouse in Lebanon, NH.

The NNEC held its Fall Meeting at the Northern Forest Heritage Park (NFHP) in Berlin, NH, on Saturday, November 6, 1999. Berlin – New Hampshire's northernmost city – has a remarkable history in and of itself, and much of it remains today. In addition to the working pulp and paper mills, for which Berlin is probably best known, there are three churches on the National Register of Historic Places, several historically significant (as well as unique) railroad bridges, and numerous buildings in the downtown district that are essentially unaltered architectural treasures. The NFHP, established in 1994, is modeled after such living history museums as the Lowell Heritage Park, Strawberry Banke, and Old Sturbridge Village. Its goal is to tell the history and heritage of the National Forest as a working forest, through historic preservation, economic development, and educational outreach programs.

The journal *IA*, Volume 19, Number 1, 1993, contains an article by the late William Taylor entitled "Photo Essay Documenting the History of an Industrial City: The Brown Company Photograph Collection of Berlin, New Hampshire," which serves as an excellent reference.

Krista Butterfield

MASSACHUSETTS ARCHAEOLOGY WEEK

*Richmond Blast Furnace, Richmond, Mass.
HABS (NPS) - Jack E. Boucher, photographer*

The Richmond Blast Furnace is one of 148 core buildings, sites, structures and objects in the Richmond Furnace National Register District. The blast furnace and the surrounding area are archaeologically significant. They contain the physical remains and spatial associations that enable a researcher to follow the pig iron production from raw material to finished product. The Richmond Furnace is now one of only 14 in this nation with any significant standing remains. Few of Massachusetts blast furnace plants survive.

October 2-11, 1999

Statewide Events: Open Digs, Workshops, Living History
Demonstrations, Lectures and Exhibits.

For a free calendar of events call
617-727-8470 (TDD #1-800-392-6090)
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**WILLIAM FRANCIS GALVIN, SECRETARY OF THE COMMONWEALTH
CHAIRMAN, MASSACHUSETTS HISTORICAL COMMISSION**

The Richmond Blast furnace is featured on this year's Massachusetts Archaeology Week poster. This view, taken by HABS veteran photographer Jack Boucher, includes stalwart Richmond Furnace preservation advocates and SIA members Bill and Jonathan Edwards. The first person to write to the SNEC President who can tell what is wrong with the poster wins a copy!

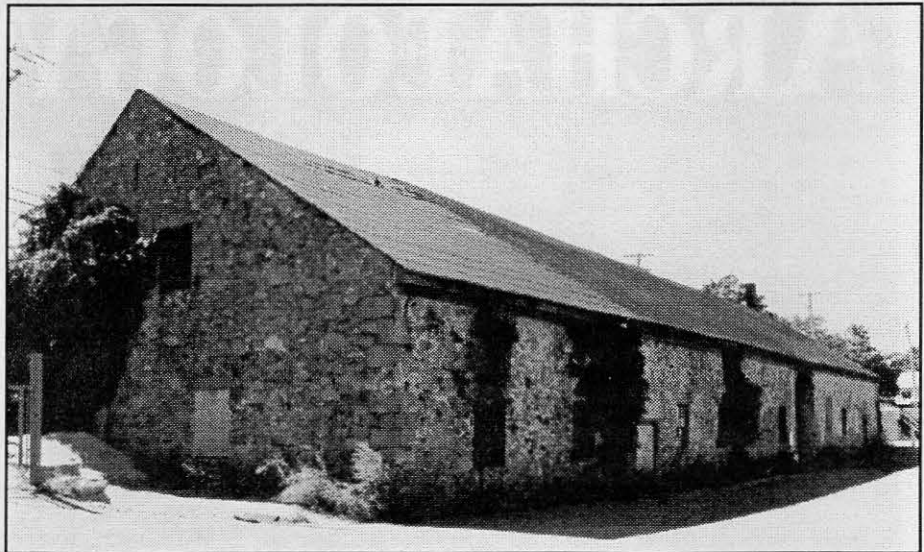
Brownfield, Maine
**W(h)ither the Stone
Ironworks Building?**

Pre-Civil War, stone-walled ironworks buildings are becoming an increasingly endangered resource type in New England. Despite one success story, the renovation of the 1848 Phenix Iron Foundry building in Providence, Rhode Island, other similar buildings are in jeopardy, or have recently been lost. Three Massachusetts examples, the Ames Shovel Shop in Canton, the Chilson Iron Foundry in Mansfield, and the Bridgewater Iron Works Stone Storehouse Building in Bridgewater, are rare surviving evidence of the once

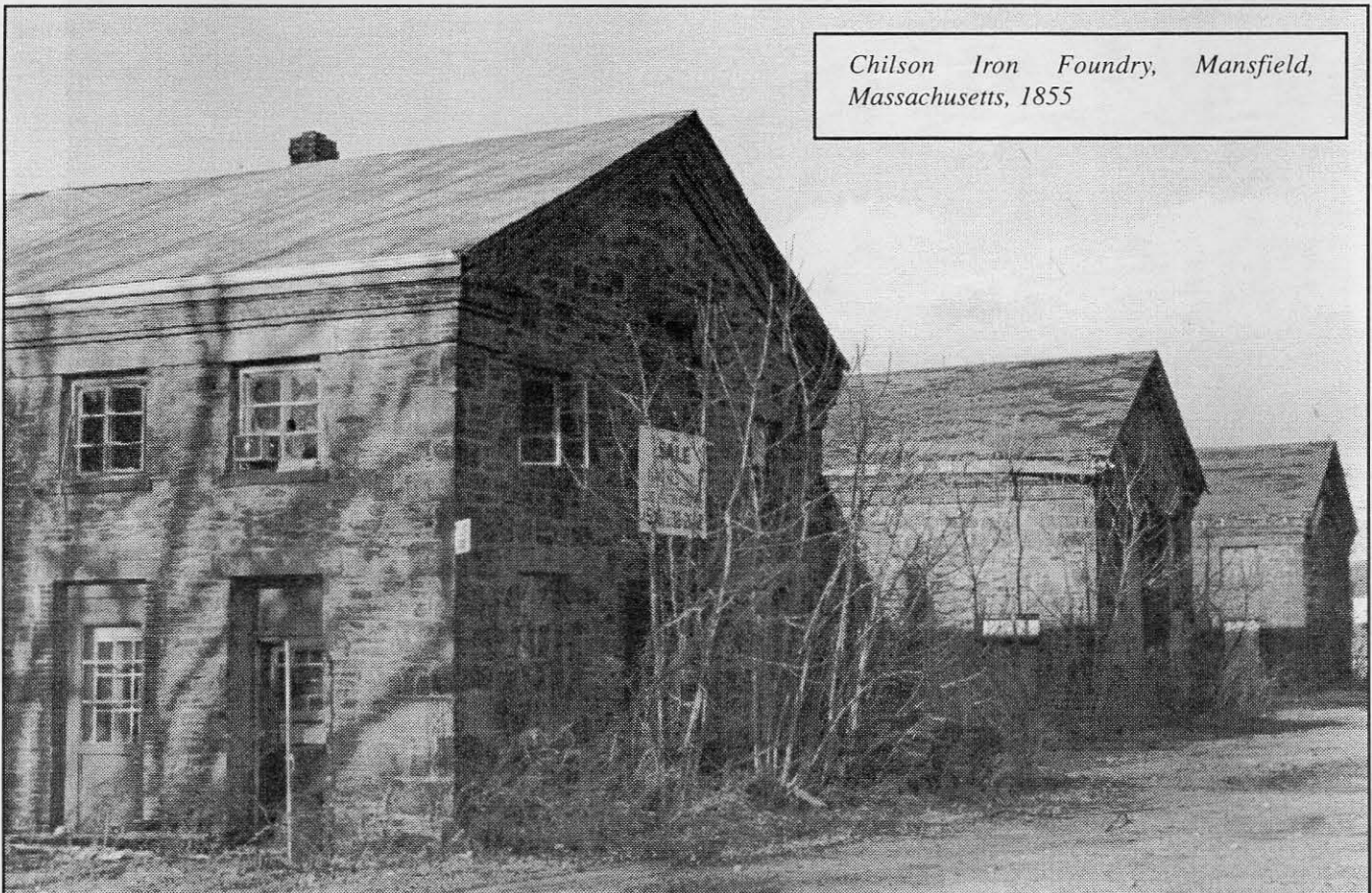
extensive and nationally important Southeastern Massachusetts iron industry, which formed the backbone of the American iron industry from Colonial times to

well into the 19th century. All three buildings are eligible for listing in the National Register of Historic Places.

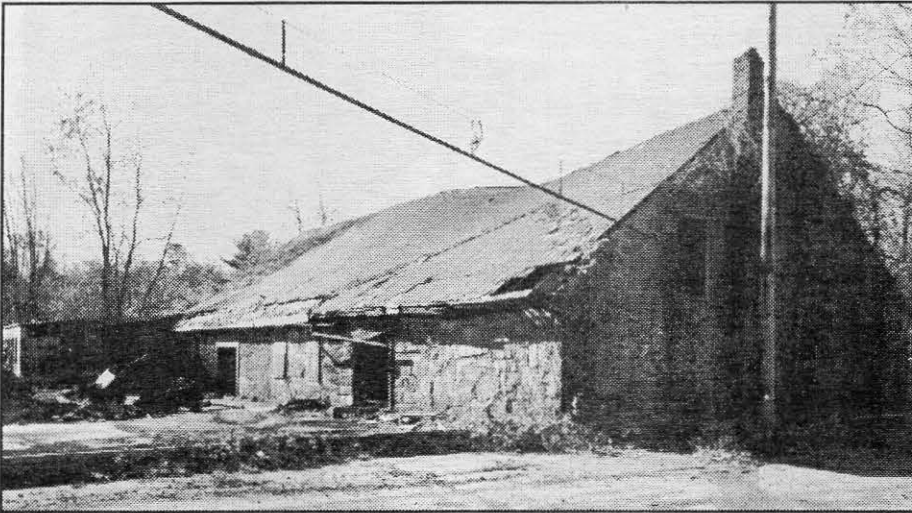
The Ames Shovel Shop in



Ames Shovel Shop, Canton, Massachusetts, 1847.



Chilson Iron Foundry, Mansfield, Massachusetts, 1855



Bridgewater Iron Works Stone Store House, Bridgewater, Massachusetts, ca. 1830.

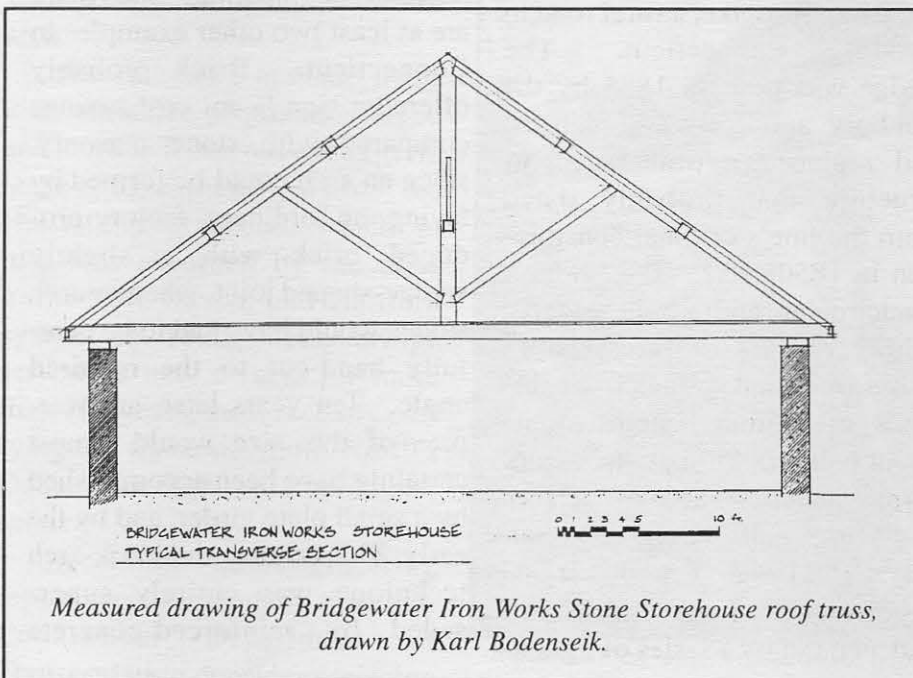
Canton was built in 1847 by the Ames family of Easton, Massachusetts, as a hammer shop for manufacturing shovel blades. The 175 foot long fieldstone building is the oldest standing building in New England associated with the nationally significant Ames family's ironmaking concerns. The Ames and their ironworks played a critical role in the development of the nation.

Shovels for the Union Pacific Railroad were made here between 1867 and 1870. The building is integrated into a mill dam, and remains of the raceway lie under the structure. The water wheel, forges, and trip hammers were used until 1926. The building is currently owned by the Canton Department of Public Works. Installation of a door in the side of the building has weak-

ened the roof beams, and the Canton Town Meeting has voted to demolish the building.

The Chilson Iron Foundry in Mansfield was built in 1855 by Gardner Chilson for manufacturing his invention, an international award-winning patented hot air ventilating stove. In 1936 the site changed hands but remained a manufacturer of heating related goods, mainly oil storage tanks. The centerpiece of the complex was Gardner Chilson's original 1855 building, a massive, fieldstone building with stone trim, constructed on an E-shaped plan. The vacant structure was for sale until earlier this year when vandals set fire to the roof. The building has since been demolished.

The Bridgewater Iron Works Stone Storehouse was built on the Town River in Bridgewater ca. 1830 by the Lazell Perkins Company. The first ironworks on the site was David Perkins' ca. 1785 slitting mill. Perkins cast cannon for the War of 1812. The Lazell Perkins Company became the Bridgewater Iron Works in 1836 and by the 1850s BIW was among the leading American iron making concerns. During the Civil War the plant became known for its capability to manufacture heavy castings, armor plate, and forged shafts. In 1885 the 75 acre site included the second largest rolling mill in the U.S. and was nicknamed the "Bethlehem of the East." The works was purchased by the Stanley Tool Company of New



Britain, Connecticut in 1898. Stanley quit the property in 1922. In 1945 the Bridgewater Foundry opened on the site and used the Stone Store House for foundry pattern storage and casting finishing. The Bridgewater Foundry closed in 1988. The Town of Bridgewater accepted the property as a gift and wants to develop part of it as an ironworks archeological park. Another section of the property is slated for expansion of a municipal works yard. The Stone Store House Building is the last of more than 25 buildings that originally stood on the site. The roof trusses are in danger of collapse and the building is in need of emergency stabilization. In October 1998 the Southern New England Chapter held an emergency documentation at the Stone Store House that included large format photography and measured drawings.

Matthew Kierstead
Pawtucket, RI

SIA WEB SITE

Don Durfee at SIA National HQ at Michigan Technological University encourages SIA members to send any notes, updates, articles, research queries, etc. to the SIA's web site at: <http://www.ss.mtu.edu/ia/sia.html>. Anyone interested in developing a New England Chapters SIA web site? Let your chapter president know!



The bridge in 1996, showing the brick arch, stone sides, and, at right, the skewed portion laid on up-ended T-rails.

Reconstruction of a Brick-Arch Railroad Bridge

The Connecticut Department of Transportation recently completed the rehabilitation of a small brick-arch bridge that carries a branch line of the Metro North commuter railroad over the Simpaug Turnpike, a rural road in Redding, Connecticut. The bridge was built in 1885 by the Danbury and Norwalk Railroad and replaced a timber-stringer structure that probably dated from the line's original construction in 1850-1852. The bridge's semicircular arch, built of five soldier courses of brick, has a radius of 7' and springs from side walls of mortared stone rubble about 6' high. Similar stonework forms spandrels above the arch and wing walls along the roadway. The bridge's northeast and southwest corners are each widened out by a series of light T-

rails so as to accommodate the skew of the crossing; although it seems unlikely that the widened portions were part of the original construction, they appear in a 1915 railroad survey and so were in place by that time.

Brick-arch construction was a common practice in 19th-century railroad engineering, and there are at least two other examples in Connecticut. Brick probably offered a significant cost savings compared with stone masonry, since an arch could be formed by laying up ordinary factory-produced brick with a slightly wedge-shaped joint, whereas arch stones would have had to be carefully hand-cut to the required angle. Ten years later, an overpass of this size would almost certainly have been accomplished by a small plate girder, and by the early 20th century the brick-arch technique was entirely superseded by reinforced-concrete

construction.

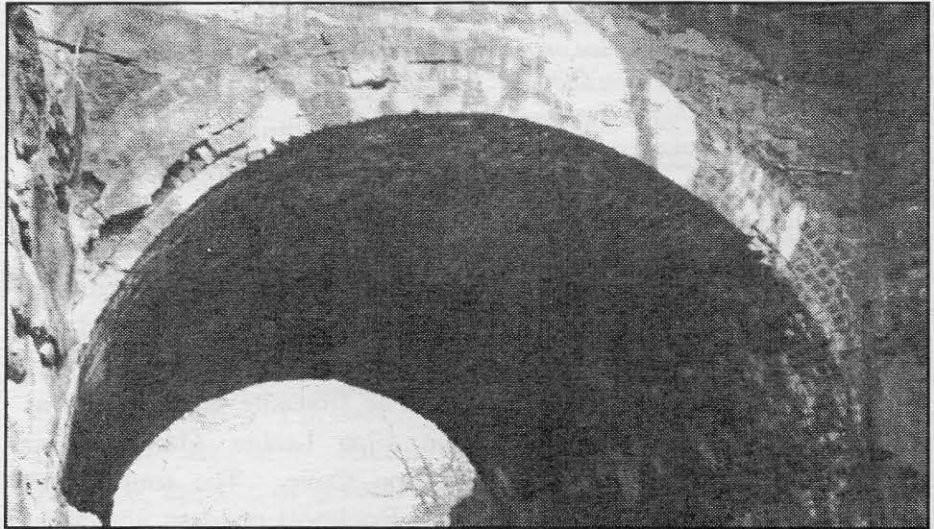
The Danbury and Norwalk Railroad was relatively successful for a small, locally financed two-city line. Branch lines to Ridgefield and Hawleyville were completed in the early 1870s, the latter allowing the company to connect with two other short lines, the Shepaug and the Housatonic railroads. In 1881 the New England Railroad enhanced Danbury's east-west connections, and the following year the Danbury and Norwalk Railroad completed a facility at Wilson's Point on Long Island Sound, allowing direct connection to New York City via steamers. In order to accommodate the increased passenger and freight traffic that resulted from these developments, the Danbury and Norwalk undertook a series of improvements, rebuilding its roadbed with heavier steel rail and replacing its wooden bridges with iron and masonry structures such as the Simpaug Turnpike arch.

The railroad's upgrade made it an attractive acquisition target, and in 1886 it entered a long-term lease agreement with the Housatonic Railroad, which in turn was absorbed by the New York, New Haven, and Hartford system in 1892. The bridge served its new owners for more than 100 years, most recently carrying the trains of Metro North's Danbury-to-New York commuter service.

In 1996, an engineering report recommended that the Connecticut Department of Transportation consider replacing

the bridge. Although the brick arch itself appeared to be sound and more than capable of handling the load imposed by the trains, the masonry of the span-drels and wing walls was in poor condition with cracked mortar, loose stones, and up to 14" of bowing from the vertical.

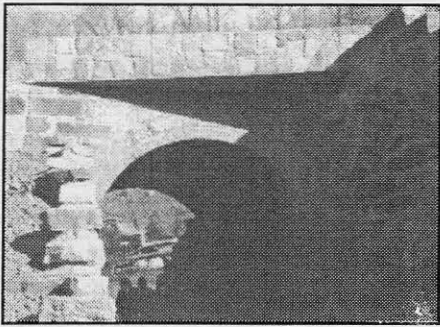
Because of its importance as an example of 19th-century railroad-bridge engineering, the Department elected to rehabilitate the bridge instead. The railroad roadbed fill was excavated, allowing the top side of the brick arch and the inside of the span-drels to be stabilized with addi-



Detail of the brick arch, five soldier courses thick, prior to rehabilitation.



Rehabilitation underway in 1998, with the arch and the inside face of the span-drels exposed by the removal of the railroad roadbed fill.



The bridge as completed. The spandrel has been extended on the left with new masonry and the skew is carried on a new structure. The brick arch and sidewall masonry, while repaired and repointed, are substantially as they were.

tional mortar. Drains were installed to address water-seepage issues, the spandrel and wing-wall masonry was repaired by re-setting loose stones and repointing mortar joints, and the widened T-rail beam portions were replaced with new reinforced-concrete structures.

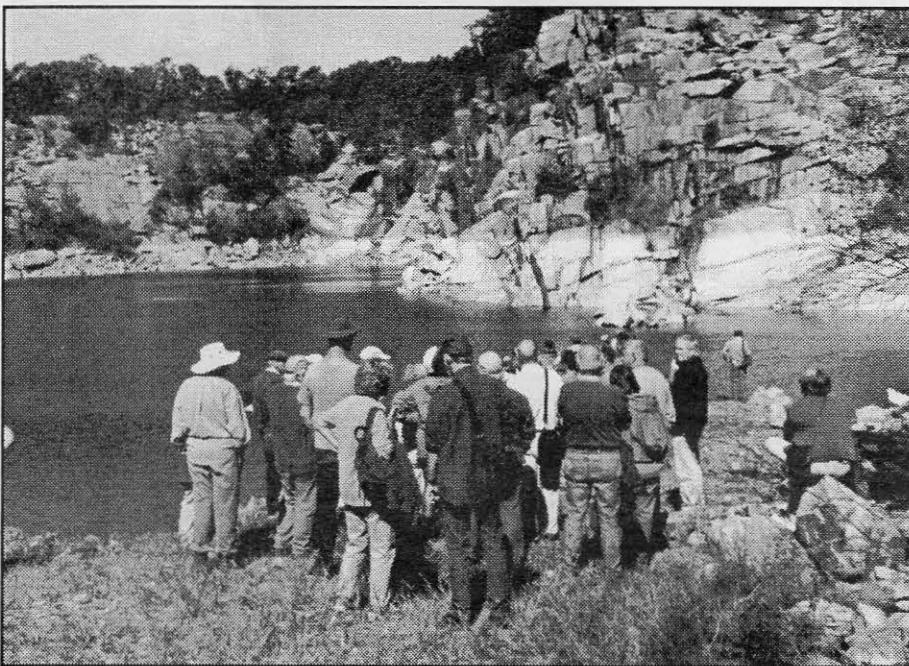
Bruce Clouette
Storrs, CT

SNEC Tours Rockport, MA, Granite Quarries

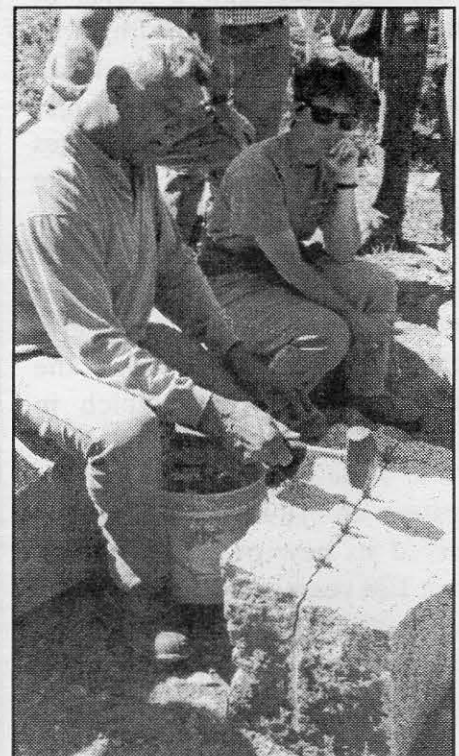
On Saturday, September 18, the Southern New England Chapter joined interested Rockport, Massachusetts, residents to tour the industrial archeological remains of Rockport's granite quarrying industry. Rockport and Cape Ann granite was used extensively for architectural and engineering applications in the Northeast, and was especially prized for paving stones. The material was shipped on schooners to cities including Boston, New York, Philadelphia and Baltimore.

The first site we visited was the Flat Ledge Quarry near Pigeon Cove. The tour leader was Rockport resident and artist John Bassett, who has been fighting local plans to flood Flat Ledge for a municipal water sup-

ply. Also leading the tour was Don Johnson, who owns and operates Johnson's Quarry, another Rockport granite quarry. The walk to Flat Ledge took in a neighborhood of quarry-associated buildings including a stone dwelling and office building, and a company store. We viewed the massive granite waterfront pier where cut stone was loaded on sailing ships, and passed under a National Register listed stone arch bridge over the cut that leads into the quarry. The quarry pit includes many potentially threatened industrial archeological features including a cable-stayed, timber-post derrick, an inclined railway, and stone boats used for lifting granite blocks out of the quarry.



SIA tour group investigates the inclined railway bed in Flat Ledge Quarry.



Quarry owner Don Johnson demonstrates granite splitting using original feather and wedge technique.

Don Johnson then led us on a short walk through the woods to his Johnson's Quarry, once a noted source of paving blocks. Johnson recounted the quarry's history, and explained the various methods used to quarry the stone there. The natural, thinly spaced, horizontal cleavage planes of the stone was an important factor in the quarry's use for paving stones. Johnson still operates the quarry on a small scale, using mostly traditional methods. The tour ended with a demonstration by Johnson of how large blocks are split the old fashioned way using feathers and wedges, and how those blocks are cut into smaller paving blocks with hammer and chisel.

Research Note

I have built a furnace for research in 17th and 18th century wrought iron smelting from bog ores, with the intent of publishing technical information to assist anyone trying to re-create hearth methods then employed. Nearly everything is completed, and it is hoped to be operational at the time of the May 5th SIA Iron Masters conference, but there is a shortfall in temperature instrumentation.

If you have any old style temperature instruments, thermocouples or later multiplexing graphical or other display units, they would be put to good use in this project! Please contact Jim Johnston, 4 Hillside Ave., Rehoboth, MA 02769, (508) 252-4528.

Saugus Ironworks to Host Ironmasters 2000

The Saugus Ironworks National Historic Site will host the 2000 Ironmasters Conference on May 5-7. The conference theme will explore the spread of the early ironmaking industry from Saugus to the Southeastern New England area through papers and site visits. More information will appear in the next SIA New England Chapters Newsletter.

Richmond Furnace Update

Richmond Furnace on National Register Richmond Furnace, the site of several New England Chapters SIA weekend documentation projects in the 1990s, was finally listed in the National Register of Historic Places on August 30, 1999. The Richmond Furnace Historic and Archaeological District encompasses over 290 acres and includes over 180 individual resources associated with the Richmond Iron Works. The RIW produced merchant pig iron between 1828 and 1923, and constructed a network of iron ore mines, limestone quarries, and charcoal kilns to feed the Richmond blast furnace. The company also built the community of Richmond Furnace, which includes worker housing, an iron-master's house, company office, and school. The NR nomination

was prepared by Matt Kierstead of PAL, Pawtucket, Rhode Island.

The Richmond Blast furnace is featured on this year's Massachusetts Archaeology Week poster. See Page 3.

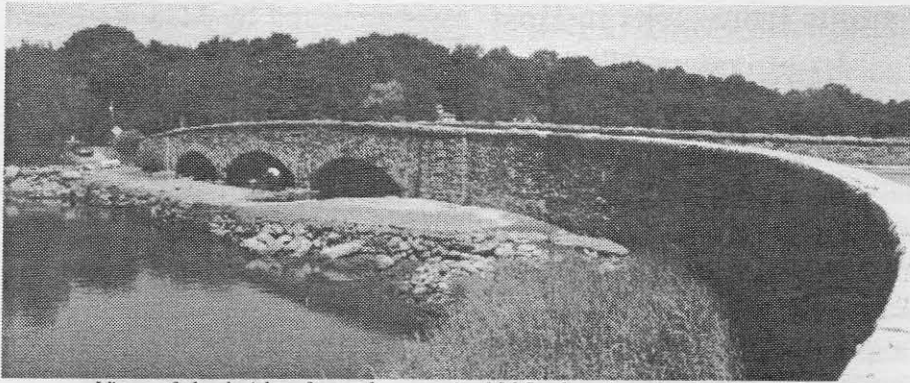
Richmond Blast Furnace Property For Sale

The 14 acre parcel that includes the RIW blast furnace, the focal point of the Richmond Furnace Historic and Archaeological National Register District, is for sale. The property includes a picturesque two-story 1931 cottage built of masonry materials from the old iron works. In addition to the blast furnace stack, the furnace archeological site includes remains of the mill pond, dam, wheel pit, raceways, charcoal kilns, ancillary furnace structures, and the salamander dump. This property needs an owner who will offer continued stewardship and research access. Interested parties should contact Sheila K. Thunfors at Stone House Properties, West Stockbridge, Massachusetts (413) 232 4253. another one.

**Conference on New
England Industrial
Archeology**

February 5, 2000

Plymouth State College
Contact: Kate Donahue
603-535-2424



View of the bridge from the east in 1995, showing the tidal barrier that forms Gorham Pond.

Bridges and the Suburb Beautiful

The "City Beautiful" aesthetic that led cities in the early 20th century to undertake monumental bridges as part of their renewal efforts was paralleled by a similar movement in America's more prosperous suburbs. In places such as Connecticut's Fairfield County, where a significant population had been commuting into New York City since the middle 19th-century, local governments went well beyond strict utilitarian considerations and undertook expensive bridge projects that would complement the community's character. Unlike the big

cities, where elaborately detailed Neo-Classical bridges predominated, Connecticut's suburban towns usually chose simpler designs, often incorporating rubble or random-ashlar masonry that accorded better with those communities' self-perception as pastoral retreats from the stress of city life.

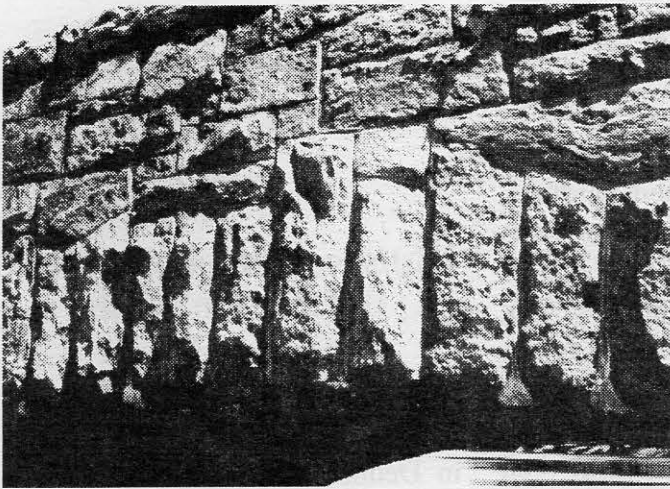
In 1929, the Town of Darien, Connecticut, paid more than \$75,000 for a three-span reinforced-concrete arch bridge to carry Rings End Road over the outlet of Gorham Pond, a substantial sum at the time for a bridge of this size. Built to replace an aging metal truss from the 1890s with something that

could better accommodate the rising automobile traffic of the day, the bridge was clearly intended to enhance the scenic qualities of its setting. The shallow elliptical arches, each 40' in span, were faced with random-ashlar masonry of rough-surfaced gray granite and light-brown gneiss, and the parapets were extended eastward along the roadway to form long sweeping curves. The structure was designed by Glenn B. Woodruff, a local consulting engineer.

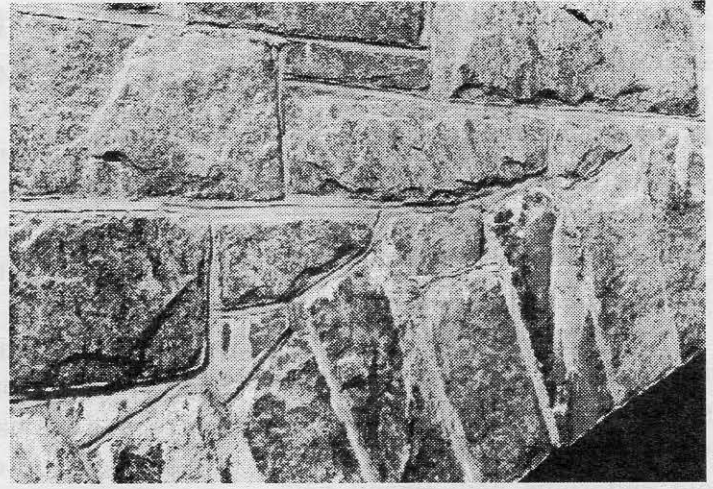
One of the attractions of reinforced-concrete construction was its promise of a long, relatively maintenance-free lifetime, a promise pretty much fulfilled by this bridge. After nearly 70 years of service, it was found to be in need of a thorough program of masonry and concrete repair. Working from specifications prepared by A. G. Lichtenstein & Associates, the Watertown Construction Company replaced deteriorated areas on the underside of the arches with new shotcrete, reconstructed the bridge's parapets, and repointed the stone

South side of the bridge after reconstruction, 1999.





Detail of masonry above one of the arches in 1995.



Closeup of repointed masonry, 1999.

facing with mortar matching the original in color and joint profile. Scoured portions of the eastmost arch were filled with concrete and surrounded by protective rip-rap. When the project was com-

pleted, the only discernible deviation from the bridge's original appearance was the absence of the bridge's north sidewalk, an alteration that allowed an increase in the roadway width

from 20' to 24', while still accommodating pedestrians on the south sidewalk.

Bruce Clouette
Storrs, CT

Book Review

by Victor R. Rolando

Echoes of Iron in Connecticut's Northwest Corner, by Edward M. Kirby. Published 1998 by the Sharon Historical Society, ISBN 0-966-94410-0, soft cover only. Viii+135pp, illus., glossary, bibliography, index. \$15.00 (+\$3.00 S&H) from the Sharon Historical Society, 18 Main Street, Sharon, CT 06069.

In 1935, Charles Rufus Harte and Herbert C. Keith defined the Salsbury Iron District as encompassing furnaces and mines that operated in an area that reached to Richmond Furnace, Mass., to the north, Roxbury Furnace, Conn., to the

south, and everything else on both slopes of the Taconic Mountains, which run north-south along the New York/New England border. By 1935, ruins of those ironworks were still relatively visible; development and deterioration having had a sparse 12 years since the last charcoal blast furnace of the area – Richmond and Canaan No. 3 – closed in 1923.

Nothing significant has been published about that pioneer industry until recently: *American Iron, 1607-1900* by Robert Gordon (recently reviewed in *IA*, *The Journal of the Society for Industrial Archeology*), and more recently, *Echoes of Iron in Connecticut's Northwest Corner*, by Ed Kirby. Whereas Gordon

touches here and there on the Salisbury District, Kirby plunges directly into the heart of it, concentrating on furnace operations in Litchfield County, CT, Berkshire County, MA, and Columbia and Dutchess Counties, NY.

Ed's description of the history of the Salisbury Iron District and why the District became one of the most productive, both in tonnage of iron made and technological advances, is testimony to his thorough library and field research, and his expertise in geology is also very evident. But the gem of the book is "Field Guide to the Iron Heritage Trail," a 23-page "drive-and-hike" guide to where to find these most interesting remains. The tour starts at

North Canaan and proceeds to East Canaan, Norfolk, Salisbury, Mt. Riga, and Kent, all in Connecticut. There is also a tour of sites "beyond the Northeast Corner" in Roxbury, CT, Millerton, Copake, Amenia, and Dover, NY, and Richmond, MA.

The book is very "neat" and its 12-point type make it a pleasure to read. Ed also provides us with lots of illustrations, some old and some new (many new even to me). My copy has become dog-eared from use and I am soon going to order another strictly for the bookshelf. Whether you are an armchair or field investigator, I highly recommend you get your copy while they last. You won't be sorry.

Boston's "Big Dig" Tour Report

On July 13 thirteen members of the chapter donned hardhats, safety glasses, and orange vests and ventured into the subterranean works of Boston's "Big Dig." The Big Dig is one of the largest public works projects in history, and we had the opportunity to see it up close. In total this project will lay 3.8 million yards of concrete, the equivalent of 2,350 acres one foot thick. It was amazing to see the world of construction hidden beneath Boston's streets. We were hoping to schedule a second tour for those who called after the tour limit was quickly reached. Unfortunately, they were so inundated with requests for tours that they are not scheduling any more

until after the first of the year. We will do our best to schedule another one.

Greg Galer
North Easton, MA

Historic Standpipe Makes HMI's "Ten Most Endangered" List

The Walnut Street Standpipe in Dedham, Massachusetts, was listed in the Commonwealth of Massachusetts' Ten Most Endangered Historic Resources List.

The Walnut Street Standpipe was commissioned in 1881 by the Dedham Water Company. The 103-foot high structure is believed to be the oldest extant iron and steel standpipe in the United States. Designed by Percy M. Blake (1850 1933), a



SNEC Chapter members descended beneath Boston street on July 13 to view work in progress for one of history's largest public works projects.

prominent civil engineer, the standpipe was built by Kendall & Roberts of Cambridge, Massachusetts. It is constructed of curved sheets of iron set on a rubble stone foundation. The riveted iron plates decrease in thickness from 5/8" at the bottom to 5/16" at the top. A twelve-inch diameter rising pipe 90 feet high is located at the center of the interior and is connected directly to an inlet pipe. A 6-inch overflow pipe 100 feet high stands near it and discharges through the bottom of the standpipe into a drain. The standpipe has a capacity of 235,000 gallons (981 tons) of water. The standpipe has been

decommissioned by the Dedham-Westwood Water District and is slated for demolition.

Historic Massachusetts' Endangered Resources List is designed to increase awareness of threatened historic resources around the state and to encourage communities, organizations and individuals to find ways to preserve significant cultural assets. The Endangered Resources List is a program of Historic Massachusetts Incorporated, a nonprofit organization dedicated to preserving the Commonwealth's historic and cultural heritage.

Gristmill Equipment Available

I am writing from the national Capital Commission, located in Ottawa, Canada, as we are in the process of vacating a gristmill here in the region, and would like to offer pieces of equipment to your group. We do have between 30-40 pieces of equipment that might be of interest to some of your members, either here in Canada or in New England for example.

We already have away some pieces to national and regional museums, but I would like to send you photos and descriptions of items left at the site. The mill dated back to the middle of the 19th century and was kept in operation until recently, but will be turned into an inn (construction starting in early December).

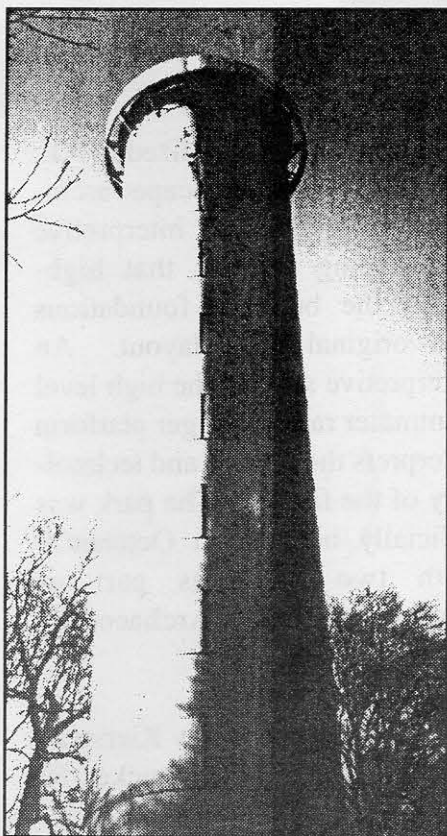
We basically want to find a good home for this equipment, instead of dismantling and discarding it.

As examples of what is still on site, we do have: Niagara type centrifugal aspirator; scouring machine; conditioning conveyor; drive/pulley wheels and shaft; grain sorter; baggers; and automatic feeder.

If you are interested, you would be responsible for coming to Wakefield, Province of Quebec, dismantle the pieces of equipment that you are interested in, and moving them out..all this before the end of November.

If you feel that you are interested, please write me a note (or phone me at 613-239-5479) and I will send you a package by courier. Thanks for your time.

Johanne Fortier
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Email: jfortier@ncc-ccn.ca

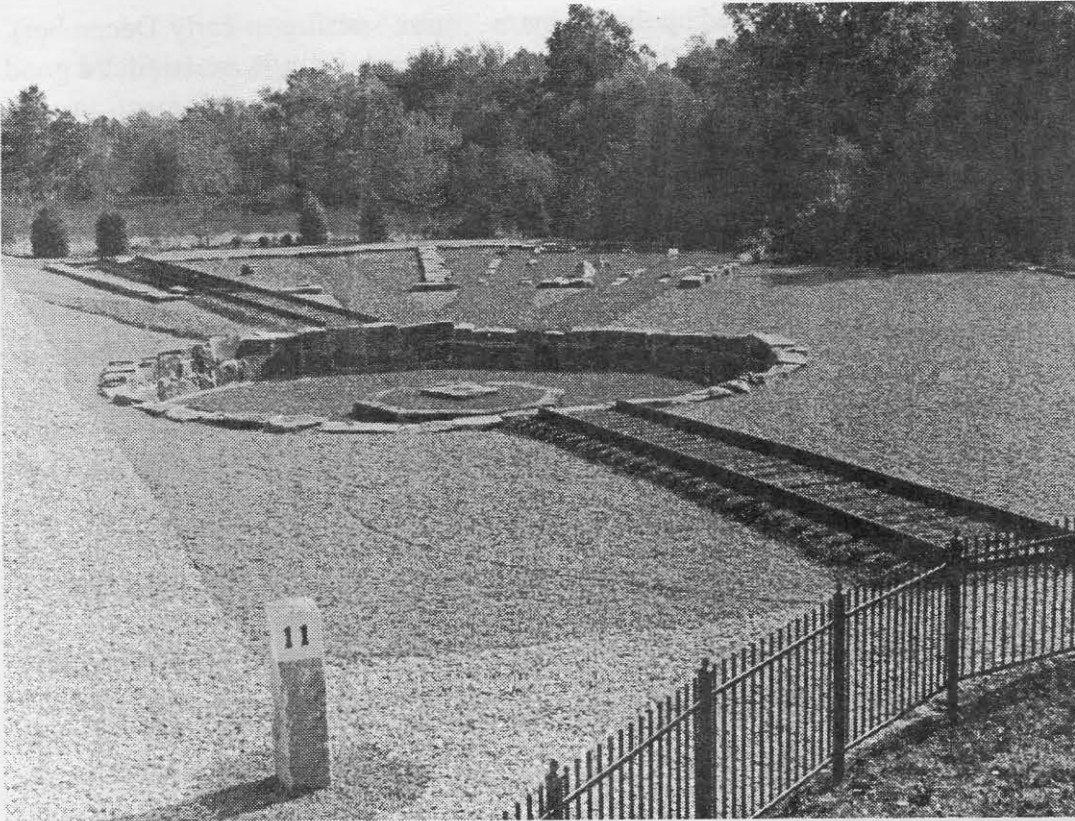


The Walnut Street 1881 standpipe in Dedham, MA, is one of the Commonwealth's most threatened historic resources.

Conference on New England Industrial Archeology

February 5, 2000

Plymouth State College
Contact: Kate Donahue
603-535-2424



Whitman, MA, 1880
Roundhouse
Archeological Park.

Whitman, MA, Roundhouse Archeological Park Opens

Massachusetts Archaeology Week, October 2-11, included one event devoted to Industrial Archeology, the official opening of the Whitman Roundhouse Archeological Park. The remains of this ca. 1880 steam locomotive maintenance facility were discovered in 1990 by PAL of Pawtucket, Rhode Island, during archeological investigations associated with the reopening of commuter rail service to Massachusetts' South Shore. The site includes the foundations of a four-stall engine house including brick lined inspection pits, a

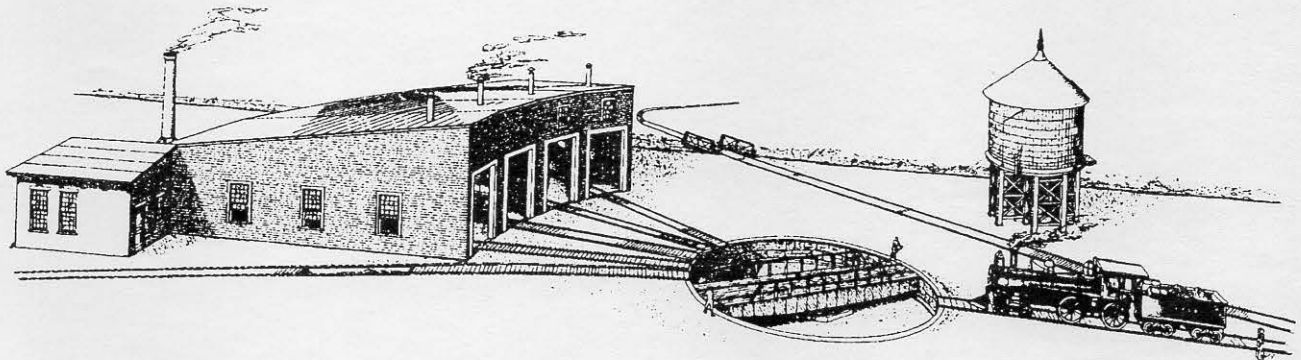
turntable pit, ash pit, water tower supports, and bridge abutments.

The Whitman facility was built by the Old Colony Railroad Company to service engines at the junction of rail lines to Plymouth and East Bridgewater. This junction became the nucleus of Whitman's shoe related industries, including Dunbar, Hobart and Whidden, at one time one of the largest shoe tack and nail manufacturers in the U.S. The engine house was destroyed in the Great Hurricane of 1938, and the advent of diesel locomotives made the facility obsolete. The last passenger train passed through Whitman on June 30, 1959.

In 1999 the site was completely excavated and the mason-

ry features were stabilized. PAL, working with landscape architects, developed an interpretive landscaping scheme that highlights the building foundations and original track layout. An interpretive sign on the high level commuter rail passenger platform interprets the history and technology of the facility. The park was officially opened on October 9 with two tours as part of Massachusetts Archaeology Week.

Matthew Kierstead
Pawtucket, RI



The Whitman, Massachusetts, Steam Locomotive Terminal as it appeared ca. 1900. Illustration by Karl Bodenseik.

Foundry Tour Report

On October 31, 1998, the SNEC toured the Henry Perkins Company in Bridgewater, MA. This is a family-run foundry established in 1848. It claims to be the second oldest foundry in the Commonwealth. In the top photo, Tom Perkins explains foundry operations to SIAers. In the bottom photo, SIAers pose for the obligatory group photo on and in front of the Perkins Foundry's scrap pile.



Baltic Mill Destroyed

On August 12 the 1887 stone Baltic Mill in Sprague, CT, was gutted by fire of suspicious origin. The mill was built by former RI Governor William Spargue and his nephew. It was briefly the largest cotton mill in the Western Hemisphere.

Norwich Bulletin



New Members Sought

The Society for Industrial Archeology promotes the identification, interpretation, preservation, and re-use of historic industrial and engineering sites, structures and equipment.

Northern New England Chapter
(Vermont, New Hampshire, Maine.)
Does not include membership to national SIA.

☐ Regular \$10.00

☐ Student \$ 3.00

Make checks payable to NNEC-SIA
and mail to:

Herman C. Brown
Treasurer, NNEC-SIA
250 West Shore Road
Grand Isle, VT 05458-2104

Southern New England Chapter
(Massachusetts, Rhode Island,
Connecticut.) Does not include mem-
bership to national SIA.

☐ Regular \$10.00

☐ Student \$ 5.00

☐ Life \$100.00

Make check payable to SNEC-SIA
and mail to:

Rick Greenwood
Treasurer SNEC-SIA
549 Maple Avenue
Barrington, RI 02806

Chapter members are encouraged to
also join the national Society for
Industrial Archeology (although it is
not mandatory for chapter member-
ship).

☐ Regular \$35.00

☐ Student \$20.00

Make Check payable to Society for
Industrial Archeology and mail to:
SIA-HQ

Dept. Social Sciences
Michigan Technological University
1400 Townsend Drive
Houghton, MI 49931-1295

Name: _____

Address: _____

Phone: _____ Email: _____