Society for Industrial Archeology · New England Chapters

Volume 46 Number 1 2025

Contents

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SNEC-SIA Treasurer's Report for 2024

Sara E. Wermiel, Treasurer/Registrar

In 2024, the Southern New England Chapter of the Society for Industrial Archeology (SNEC) had 107 members, a decline of 15 members from 2023. Income from dues and donations in 2024 came to $1,254. SNEC also had income from a money market fund, CDs, and U.S. Treasury note interest: $561.90. The sum of all income was $1,815.90.

Because NNEC hosted the annual New England IA conference in 2024, and the biannual website hosting fee was paid last year, SNEC's main expenses were printing and mailing newsletters, mailing announcements to members who don't have email, and membership dues for its two officers. These expenses totaled $787.21.

SNEC has an unincorporated association brokerage account at Fidelity Investments, where it keeps all its funds. The funds are invested in a money market fund, short-term CDs or U.S. Treasury bonds/notes. At the close of 2024, about $4,300 was in the money market fund, $4,915 in a U.S. Treasury note, and $3,000 in a Bank of America CD.

SNEC's account balance was higher at the end of the year than at the start, by $1,149.86.

SNEC is currently led by the chapter's Treasurer/Registrar, Sara Wermiel. Leonard Henkin is the chapter's Secretary. Chapter events and business are handled by a Management Committee with seven members: Betsey Dyer, Ron Klodenski, Curtis Perrin, Saul Tannenbaum and Robert Timmerman, in addition to Sara and Leonard.

The committee meets periodically via Zoom. This past year, committee members helped with putting out the newsletters; planning and organizing tours; and planning the 2025 New England IA conference. Betsey Dyer is the contact for tours and conference planning. Robert Timmerman edits the newsletter for NNEC and SNEC. He edited the spring newsletter, but because he was unable to work on the fall newsletter, Curtis Perrin, with assistance from Betsey, Ron and Sara, produced it.

Thanks to the members of the Management Committee! Three cheers for former SNEC member Marc Belanger, who continues to manage the website and email distributions for the New England SIA chapters!

Rochester Opera House

David J. Dunning

The board of directors had the the opportunity to tour this historic site at our recent meeting. It's a 750-seat theater in the Rochester, N.H., City Hall. It has the unique architectural feature of a fully movable floor, perhaps the last of this design in existence.

Only 17 were ever built in the world. This one was built in 1908.

The floor of the opera house can be lowered to become a flat surface and used for dances, town hall meetings, etc., or raised to a tilt for viewing shows. To change the set-up for a flat floor, the folding chairs are all removed and stored under the stage. Then the special boards that kept them in position are removed. Once the floor is cleared, it is lowered by electric motors with pullies and belts.

(photo David J. Dunning)

Interior of theater at Rochester City Hall

(photo David J. Dunning)

Under the Opera House's movable floor

NNEC Treasurer's Report

Rick Coughlin, Treasurer

Bank balance on April 1, 2025: $2,887.94. Bank balance on April 1, 2024: $3,415.57. Thus, it has decreased $527.63 in the past year.

2025 annual paid membership ($20/yr.) as of April 1, 2025 is 22.

Life members: estimated at 23.

The chapter's expense for the two newsletters in 2024 was $1,164,41. Membership income and annual reports do not balance because paid membership is on an annual basis whereas the treasurer reports are based on expenses and bank saving at the time of the spring and fall newsletters, and there are generous members who make voluntary donations to NNEC-SIA.

Likely due to COVID, we no longer had the paid attendance for the conferences that we did in the past when on average 30-50 people attended.

The past two SIA conferences the NNEC-SIA hosted averaged 22 paid conference attendees. Let's hope the 2026 conference attendance improves.

NNEC President's Report

David J. Dunning, President

Northern New England tours for 2025 are Merrimack, N.H., on Friday, May 30, and southern Maine sites in the fall. Both tours are boots-on-the-ground.

The board of directors met on Saturday, March 22nd, in Rochester, N.H. Besides tour planning they interviewed a member who wants to fill the vacant vice-president position. He is even more interested in becoming president.

It would be good to get new leadership as David Dunning has had the position for over 15 years.

Matthew Mueller will be organizing and running the fall tour, so attendees will have opportunity to meet him. That is our annual meeting tour, so voting is in order.

Report on the 2025 New England Conference on Industrial Archeology

Betsey Dexter Dyer

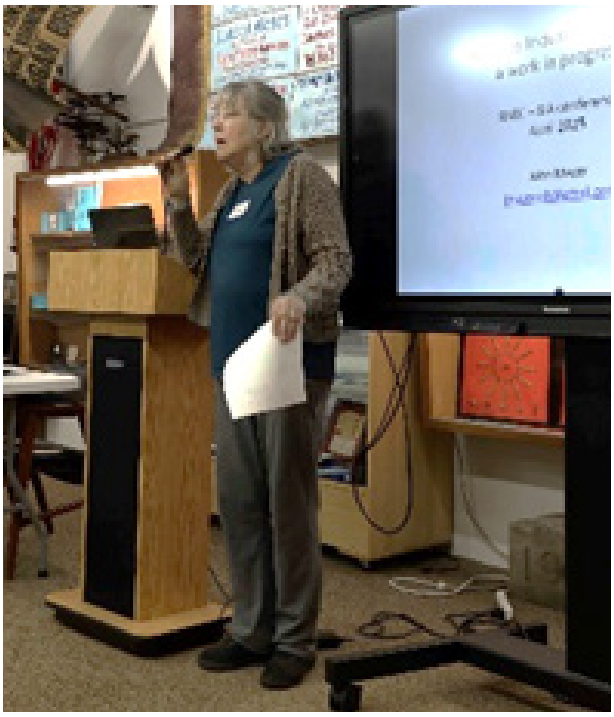
The SNEC-SIA hosted the 36th Annual New England Conference on Industrial Archeology, at the Attleboro Area Industrial Museum (AAIM) in Attleboro, Mass., on April 26th. Forty-two people attended, including members of SNEC and NNEC, friends, and speakers.

The group was welcomed by the director of AAIM Victoria Antonucci and former director Carleton Legg. Both have done a beautiful job of collecting, preserving, and displaying thousands of artifacts of Attleboro's industries.

Our first talk of the morning was by John Mayer, former executive director of the Amesbury Carriage Museum. John and his wife Debora have spent decades restoring their 1813 brick town house on Cabot Street in Portsmouth, N.H.

John has researched every detail of the house's history and made connections to the industries of the neighborhood: those that provided materials, those where tenants of the house worked. Indeed, he considers the house to be an industrial artifact of sorts, woven into the industrial history of Portsmouth. Daniel Marden, a master mason, built the house. And then in later decades, the house was lived in (or owned) by mill owners and also used as a boarding house for mill workers and as a location for a dry goods business.

Betsey Dyer, a retired biology professor who is now involved with the Walpole (Massachusetts) Historical Society, spoke next. Betsey's research typically begins with a question and then with hypotheses as to what the answers might be. In this case it was: who in Walpole, a small town of 2,500 people in 1880, would be first to adopt a new invention, the telephone, and why would they suddenly feel they needed one? Telephones are so ubiquitous and taken for granted that it is difficult to imagine being without them. But what did the very early transition look like, when telephones were neither commonplace nor essential? Among the first users in Walpole were mill owners and a few businesses along the rail line, which already used the telegraph. But most interesting to Betsey were a small number of young, technically skilled, eager first adopters who insisted on having telephones



(photo Alice Obar)

Betsey Dyer introducing John Mayer at the NEC conference

in their own homes, even though one of those was a boarding house and the others were rented houses. Would a critical mass (whatever that be) of young geeky types influence other adopters in town? Maybe. By 1900, Walpole had over 100 telephone subscribers, many more per capita than any town surrounding Walpole. Betsey wrote a book on this subject, *The First Telephones and Electricity in Walpole Massachusetts*, which is available at the Walpole Historical Society.

Then Sara Wermiel of the Preservation Studies Program at Boston University told us all about the distinctive architecture of shoe manufacturing buildings. The earliest special structures used by shoemakers were "ten footers:" small wooden buildings most of which were not actually ten foot square but rather rectangular.

As shoe businesses thrived, a new system of organization called the Central Shop System came into being, where certain shoemaking and business functions were carried out in larger buildings, and others continued to be done in shops in the neighborhood. The modern shoe factory emerged in the 1880s, when there were many new machines for assisting with shoemaking operations and they were driven by steam. The buildings of the shoemaking factories were often large but always rather narrow, and they usually had distinctive horizontal bands of windows on all sides so as to let daylight in. Even in cities like Haverhill, where a section of Washington St. was rebuilt for the shoe industry after an 1882 fire, the buildings had narrow alleys between them, with windows on the sides.

Discussion ensued among audience members as to why most of these buildings typically were of wood, long into an era when most factory buildings were brick. Indeed, the few brick examples are in cities with building codes requiring brick. Were there building vibrations from machinery, absorbed better by wood? And another question was, why did some of these buildings have open air, double-decker porches? If you have hypotheses about these questions, please contact Sara Wermiel to discuss!

Right before lunch, John Mayer, who is a member of the board of directors of the Society for

(photo Alice Obar)

John Mayer describes his research into the history of his 1813 Portsmouth, N.H., house

Industrial Archeology (SIA), told us about SIA's strategic plan and some initiatives, including a revival of SIA's journal and website. SIA is also trying to better engage with and support chapters like ours. John also encouraged members to attend the SIA annual conference in Buffalo, N.Y., in May of 2025.

After lunch (during which many people enjoyed the museum and then attended a short SNEC business meeting), Dennis De Witt, a director at the Metropolitan Waterworks Museum, presented about early iron roofs in the U.S. Dennis discovered and then analyzed some early (1840s) iron roofs: at a Boston Waterworks gatehouse in Brookline, the Merchants Exchange in Boston, and the old Savannah Custom House in Georgia. He discussed the wrought iron frames and covering of the Savannah Custom House in detail. Dennis was staying at a hotel across the street from the Savannah Custom House when he recognized the unusual roof design. He was then allowed to examine and document the structure much more thoroughly. Meanwhile, most of Dennis's analysis on the Boston Merchants Exchange was from photos of the destroyed building, which was blown up in the great Boston fire of 1872, in an effort to create a fire-break and stop the fire from spreading.

Emily Burns, a geologist and professor at the Community College of Rhode Island, has a passion not only for the local rocks but also the ways in which they were used as building materials. In just half an hour, Emily described the complicated geology of the ancient Narragansett Basin and the vast glacier that once covered most of the area. The basin is a geologist's paradise, with a diversity of bedrock types including the distinctive, magnetic cumberlandite. In fact, the basin has many iron-rich rocks, and Emily, who is also well versed in local history, discussed how bog iron was formed and supplied the region's early iron industry.

Finally, Carleton Legg, who is a former director of the AAIM and currently its education consultant, gave us an overview of Attleboro's many industries. It all began with button making, using a process developed in France. From there Attleboro became not only a center of button making, but also of medallion and jewelry manufacture. At one time, brass buttons on military or municipal uniforms probably came from Attleboro. And class rings for colleges and high schools were also made in Attleboro. The Attleboro Area Industrial Museum displays many of the machines and artifacts of the jewelry, button, and medallion industries.

The conference then departed for a field trip to 453 South Main Street in Attleboro, site of the old Dodgeville Mill, a former textile mill, which is in the National Register of Historic Places. This tour was arranged by the Attleboro Historic Preservation Society; we were treated to a remarkable tour by the current owner of the mill building, Gary Demers. His business is moving large machinery and recycling or repurposing it, except that Gary has a passion for large machinery and has gathered cavernous rooms full of machinery and artifacts that he chose not to recycle. He has thousands of square feet of space and therefore can display such a collection.

(photo Alice Obar)

Sara Wermiel giving her talk on shoe factories

We were led by Gary on a circuitous path through alleys between rows of machines and other industrial artifacts, room after room. It was somewhat reminiscent of a Northern New England Chapter Tour in summer of 2024 to see the vast collections of Ed Battison. (See NEC newsletter vol 45:2 2024.) Like Battison, Gary Demers aspires to have a museum of his machinery, a goal Battison attained through the American Precision Museum in Windsor, VT.

Gary's collection is still a work in progress, not open to the public.

New Discovery at the Lyons Turning Mill

Al Bina

In the Quincy Quarry and Granite Workers Museum's ongoing cleanup of the area surrounding the Lyons Turning Mill, what looks like the location of the second of three blacksmith shops that were located at the mill when in operation in 1893 has been discovered. After raking many years of leaf build up, what has surfaced looks like the remnants of a blacksmith shop.

The surface artifacts that appear on the site include firebrick, redbrick, clinkers, coal ash, coal and an assortment of broken tools and iron objects. Strong evidence that the site is one of the blacksmith shops is an old Quincy Quarry Railroad map showing the turning mill and three small outbuildings in the vicinity of the surface artifacts found on the east side of the mill.

To positively identify the sites, an archaeological survey and dig should be planned when funds are available and the museum can get someone interested in doing the survey and dig.

The first possible blacksmith site discovered at the mill is located on the southwest corner of the turning mill, which has surface artifacts similar to those at the newly discovered site on the southeast corner of the turning mill. Again, this site should have an archaeological survey and dig to determine if it is one of the blacksmith shops.

As the museum continues to rake many years of leaf build up around the mill, more interesting questions will surface about the operation of the mill when it was in business from 1893 to 1915. The only change to the surrounding site is the museum's highlighting of the area with landscape fabric covered with crusher run gravel along with a walking path with crusher run to avoid tripping hazards for site visitors.

A guy derrick mast, boom, and hardware

(photo Al Bina)

Path to the apparent site of a blacksmith shop

(photo Al Bina)

Closeup of artifacts on path to site

Editor's Note: In addition to the new discovery, the museum is exhibiting the mast and boom from a guy derrick. Guy derricks were used for hoisting material on construction sites and in quarries. They consisted of a mast, held in at the bottom, but arranged so it could pivot, and guyed at the top to keep it vertical. A boom was attached at the bottom of the mast. The height of the boom was varied by a block and tackle running from the top of the mast to the end of the boom. Pictures of steelwork for skyscrapers being erected in large cities showed several guy derricks at the top of the structure.

The mast of the guy derrick is always longer than the boom, so the boom will clear the guy ropes. The example in the photo below has a large wheel on the mast for turning the mast with a reversing engine. Some of the hardware required to connect the boom to the mast is also shown.

(photo BL Companies)

Upstream fascia of stone arch dike along Greenwich Creek

Stone Arch Dike Over Greenwich Creek

BL Companies

Editor's Note: This is an abridged version of a longer report that may be printed in the SIA national newsletter.

This stone arch dike is one of two intact single span stone arch dikes believed to be a part of a nineteenth century mill complex, located in the Town of Greenwich, Conn. As stated in the Connecticut Historic Bridge Inventory, "Bridges can inform us about the aesthetic ideas then current. As components of historic landscapes, old bridges can inform us about how those people lived their lives."

The stone arch dike is constructed of uncoursed, dry-laid, rounded stones. The approach footpaths to the arch are supported by stone masonry walls that are built into the slope on either side of the creek.

The surface of the structure is relatively flat and is made of stone with a thin layer of concrete coping. Measured from end-to-end, the dike is approximately 30 feet long and 3.5 feet wide.

The span of the arch over Greenwich Creek is constructed of twenty-five voussoirs and is approximately 10 feet wide (measured

(photo BL Companies)

Downstream fascia of stone arch dike along Greenwich Creek

from its springline). The structure's height is approximately 8 feet, as measured from the water surface elevation to the top of the structure.

In order to use or observe the stone arch dike at close range, one would have to be on private property.

Background research was conducted as part of a Phase 1 Archeological Reconnaissance Survey Report prepared by BL Companies dated June 29, 2015. The report involved the consultation of historic maps and atlases, aerial photography, soil maps, resident interviews, the files of the Greenwich Historical Society, files of the State Historic Preservation Office, and visual inspection.

The complete history of the stone arch dike is unknown. Historic documents and maps suggest that the area surrounding the site was developed with residential properties since at least 1868, and possibly as early as 1773.

Within the area was a mill that was positioned near a pond to the northwest of the arch. Although the mill no longer exists, the stone arch dike is believed to be a part of this nineteenth century mill complex and represents an important element of Greenwich's early industrial history.

The stone arch dike possesses local significance as a reflection upon the materials, design and construction method available to its builder. The stone arch dike does not appear to hold significance for the larger community, town or state, as it lies on private grounds, and is situated within a mature vegetative setting.

It does not appear to be, or have been, a focal point or important landscape architectural element within the community. The stone arch dike is considered to be eligible for the National Register of Historic Places under Criterion C as an example of masonry arch construction.

Today, the stone arch dike along Greenwich Creek primarily sees use as a foot passage by property owners between segments of their privately-owned land.

(photos BL Companies)

Stone arch dike features, including voussoirs (left) and uncoursed, dry-laid, rounded stones supported by stone masonry walls (right)

(photo BL Companies)

Top view of stone arch dike along Greenwich Creek from east approach

(photo BL Companies)

Top view of stone arch dike along Greenwich Creek from west approach

Reason for Documentation

The Connecticut State Department of Transportation (CTDOT) is proposing to demolish and replace a structurally deficient, hydraulically inadequate and functionally obsolete bridge, carrying U.S. Route 1 (East Putnam Avenue) over Greenwich Creek, Bridge No. 01872.

The existing bridge is located between Hillside Road and Woodside Drive. Approximately 300 feet downstream of Bridge No. 01872, Greenwich Creek flows beneath the stone arch dike.

"Bridges can inform us about the aesthetic ideas then current. As components of historic landscapes, old bridges can inform us about how those people lived their lives."

– Connecticut Historic Bridge Inventory

The State of Connecticut and Town of Greenwich investigated the hydraulics of Greenwich Creek and conclude the span needs to be increased, roadway elevation needs to be raised and the stone arch dike over Greenwich Creek needs to be removed to allow the design storm to pass Bridge No. 01872.

Supporting these studies in 2007, U.S. Route 1 was overtopped by Greenwich Creek, impacting its viability as an emergency route and the use of Greenwich High School as one of the town's designated emergency shelters.

The proposed replacement bridge will increase the clear span from 13.5-feet to 38.0-feet and raise the vertical alignment of U.S. Route 1 approximately 3-feet to allow for the passage of the 100-year design storm event.

As the stone arch dike will be removed to improve the hydraulics as part of this project and has been found to be eligible for the National Register of Historic Places and the impacts to this resource are unavoidable, and the State Historic Preservation Office has requested that the dike be documented prior to any construction work.

The State of Connecticut and the Town of Greenwich do not intend to remove the stone arch dike over West Brothers Brook. This structure will remain and represent Greenwich's early industrial history in this location.
(A version of this article was published in the NEC-SIA 2020:2 newsletter)

(image courtesy BL Companies)

Location map for stone arch dike over Greenwich Creek

(image courtesy BL Companies)

1868 map with location of the nineteenth century mill complex

Tales from a Pressure Gage, #1: the Paul System of Steam Heat

Rick Ashton

When I first began researching the Ashton Valve company, I noticed that some of the gages they produced had company names engraved on the gage face. It was a service the Ashton Valve company offered. I became curious about these old companies so I researched some of them. It turned out that some of these companies played an important role in the industrial era of the United States. Welcome to the first installment of "Tales from a Pressure Gage." This article will feature the Paul system of steam heating.

Andrew Greenleaf Paul is remembered as the "father of vacuum steam heating." Paul was a well-known figure in the trade before he became identified with the Paul vacuum heating system. He was the general manager of the valve department at the Fairbanks Company in Boston and had designed their Fairbanks valve. One of his associates at Fairbanks, W. P. Skeffington, really deserves the credit for the Paul system.

A skylight coil in the office was causing problems. The coil kept binding up with air, which prevented the steam from entering. Where there is air, steam won't go. (That's why steam air vents are used.)

Editor's Note: Early steam heating systems used two pipes, one to supply steam to the radiator, and the other to drain condensed steam back to the boiler. Air vent valves may or may not have been used, but without an air vent, air could not leave the radiator, and steam could not enter.

Since this coil was air bound, ice was forming on the inside of the skylight and water was dripping on the workers below. Mr. Skeffington conceived the idea of attaching an air pump to extract air from the coil.

Editor's Note: To function, it also required an air vent valve to keep steam out of the line connected to the air pump (vacuum line). Without the air valve, steam would flood the line.

The story goes that Mr. Paul noticed it one day and asked: "What have you got there Bill?" Mr. Skeffington explained the arrangement and then showed Mr. Paul how it had solved the problem. "Great Scott, man!" declared Mr. Paul. "Do you realize what this means? Get it patented at once." Remember, this is 1894 before radiator steam traps existed. Mr. Skeffington took out a patent and assigned three quarters interest to Mr. Paul. Mr. Paul then organized the New England Engineering Company in Boston to market the system.

What exactly did the Paul system do? What were the existing problems in the systems that were available at that time? We'll refer to the 1905 Paul system of steam heating catalog. At the beginning of the catalog, it is stated: "You can heat some of the radiators all the time, you can heat all of the radiators some of the time, but you can't heat all of the radiators all of the time- without our automatic low tension heating system."

The way the system operates is described in the 1916 *Architects' and Builders' Pocket-Book*:

"This is a patented system of exhausting the air from the radiators and piping, so the steam circulates below or little above atmospheric pressure. This is accomplished by attaching a patented air valve to each radiator, and at any point where air might possibly collect and connecting these valves by means of small air pipes with an exhausting apparatus placed in the boiler room.

Editor's Note: The Paul system required those air valves to keep steam from the boiler out of the air exhaust lines.

"This exhausting apparatus may be operated by steam, electricity, gas, or water, usually being employed with low pressure systems. To install the system, the steam fitter must purchase the valves and exhausting apparatus from the Automatic Heating Company and pay a small royalty, the amount depending on the amount of radiation in the building. And by this system better circulation is provided than when the air discharges into the rooms through ordinary automatic air valves, the radiators are made more effective; consequently, a little less radiation and smaller piping are required to do the same work. The cost of installation under the Paul system is about the same as for the ordinary single pipe gravity system, while it is claimed the system will affect an economy of at least 20% in the amount coal required for heating. One of the great advantages is that people in the rooms cannot tamper with the air valves and there is no danger of leaks in the valves."

Simply put, remove the air in the lines and everything runs smoother and saves money!

At first little progress was made although the royalties for the use of the system were at two cents per square foot of radiation. The company was

then re-organized as the Paul Steam System Company, and when they opened an office in Chicago, the Western Paul System. In 1900 the Paul System Company of New York was started and this marked the beginning of many installations of the Paul system in the metropolitan area. The large volume of business handled by the company continued until the expiration of the patent in 1912. During this period the average price to users of the system was 12 cents per square foot of radiation, which will give you an idea of the royalty figure alone. And remember, these were large buildings. During the life of the patents Mr. Paul was at different times the center of a storm of litigation, but the basic ideas of his patent were never successfully challenged in court, and after each encounter their validity remained more fixed than ever. His income from royalties grew to large figures, being estimated at $1,000,000 for the ten year period from 1900 to 1910. Since that time Mr. Paul continued in business as head of the Andrew G. Paul System Company in Boston. He died on March 6, 1920.

(photo Rick Ashton)

A Paul System gauge made by Ashton Valve

We'll return to the 1905 Paul system catalog for a brief summation of the advantages of using the Paul system. "The Paul system has been before the public for a number of years and stands today as the most economical and successful method of heating by steam. It is installed in over 12 million square feet of heating surface in office and public buildings, in theatres, hotels, private residences, mills and factories throughout the United States and Canada. The system can be applied to existing plants as well as installed in connection with new work, without shutting the plant for one hour. You can operate your plant for a day or a week with the system attached and in a few minutes you can disconnect the system and watch the operation of your plant without it, thus showing savings in coal."

How efficient was the Paul system? Here's a letter from a happy client in Chicago (also from the 1905 catalog): "Before putting in the Paul system, the monthly coal bill during the season averaged $60.00. Before adopting the Paul system it required from 20 to 40 pounds pressure to obtain good circulation of steam, while with the Paul system one pound pressure is sufficient." Thank you, Eugene Pike!

Another letter (1905 catalog) from Chas F. Kletzsch of the Republican House Hotel: "We take pleasure in testifying that the Paul heating system installed in this hotel 5 years ago is giving the best of satisfaction. Previous to this time we heated our plant with live steam, and we were continually bothered with leaks from radiators, causing much damage to carpets and in many cases to newly decorated ceilings. It has a further advantage in as much as it heats the most distant radiator instantly. Formally it took all of a half an hour before the all the air from the radiator was expelled."

The 1905 catalog is loaded with testimonials like these two. Some of the buildings across the United States that installed the Paul system include the state capitol in St Paul, MN, Westinghouse Machine Company, Pittsburgh, PA, Cadillac Automobile Works, Detroit, MI, Hotel Astor and Bloomingdale stores in New York, and the Rockefeller building in Cleveland, OH.

Despite earning millions of dollars, Andrew Paul died a poor man. Who knows how that happened. But Paul and Mr. Skeffington were important factors in the improvement of steam heating.

His legacy? This quote is from Paul's obituary in the 1920 *Heating and Ventilating* magazine: "Mr. Paul was scarcely known to the present generation. Old timers, however, will recall him as an engaging character, hospitable and generous to a fault, whose honors rested lightly upon him in the heyday of his career. Viewed in the light of engineering history, his contribution to the art of heating has left an indelible mark which will remain as long as steam is used as a heating medium."

That's the tale I learned from an old Ashton Valve steam gage. Hopefully there will be future "Tales from a Pressure Gage." I know I have plenty of gages with stories to tell.

Editor's Note: Other companies, such as C.A. Dunham, also sold vacuum heating systems. The Dunham system applied vacuum directly to the return mains, and used thermostatic steam traps at the radiators. The Dunham system also used orifices at each radiator to equalize steam flow.

Have a Tour Idea? Some Things to Think About

Betsey Dyer, SNEC tour contact

SNEC, and I'm sure NNEC likewise, welcome ideas for places to tour. If you have an idea for a tour in the SNEC region, please contact Betsey Dyer: bdyer@wheatonma.edu

Here are some things Betsy will ask you:

- What is the name of the place?
- Describe what is interesting about it especially for SNEC and NNEC members.
- Will you or someone else guide us?
- What is the contact information for that person?
- Have you already contacted someone or have you been there?
- What is the estimated length of the tour?
- Is there a particular place to park? How many cars can fit?
- How many people would be allowed?
- What is the footing like? Uneven floors, stairs?
- For outdoor trips, what is the terrain like?
- Is there a best time of year for the tour?
- Best day and time of day, especially for the organizer or owner?
- Is there anything else in that area that might be of interest to an enthusiastic group of historians, preservationists, engineers, artists, architects and the like? (Especially if the tour is relatively short, people might like something additional to do.)

Newsletter Contributor Guidance

Robert Timmerman, Editor

The New England Chapters - SIA welcome members to submit research articles, tour reports, queries, exhibit reviews, book reviews, etc. for the newsletter.

Please submit articles as DOC or DOCX files.

The ideal maximum length of an article after editing is about 1 column to no more than 3 pages.

The preferred text format is one space after a period, not two.

The best photo file formats to use are JPEG, JPG, and PNG. We can also accept PDF formatted images, although the other formats listed are preferred. If your images are within the text of your article, please also submit them as separate image files.

Please provide captions for photos and illustrations that make clear what caption goes with what image and that give clear captions for what is being shown. Either include them with the images or send a separate Word document with the photos and captions together so they can be accurately identified. This is in addition to image files.

Many old illustrations and diagrams label various parts of an apparatus with letters or numerals. Please include a key to the meaning of the letters or numerals, if such a key is relevant.

Please do not use the footnote function in Word. Just use simple endnotes, and reference to the endnotes by number in brackets, thus [2].

For a copy of these guidelines, please refer to http://nec-sia.org/pdf/Newsletter%20Contributor%20Guidelines.pdf

(photo Susan Ceccacci)

Dodgeville Mill, Attleboro, MA, visited during the 2025 New England Conference on Industrial Archaeology