



Society for Industrial Archeology · New England Chapters

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David Starbuck
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Call For Papers for the Eight Annual Conference on New England Industrial Archeology

**To be held February 4, 1995
 Boston Naval Shipyard
 Charlestown, Massachusetts**

The annual winter conference of the Northern and Southern New England Chapters of the Society for Industrial Archeology will be held at the Charlestown Navy Yard in Boston on Saturday, February 4, 1995. The Boston Naval Shipyard is a national Landmark, part of the Boston National Historic Park, the home of the *U.S.S. Constitution*. The Shipyard includes a significant array of IA sites and resources not normally open to the public. The ongoing restoration of the *Constitution* by the U.S. Navy involves the use of historic maritime industrial materials, technologies, tools and machinery. Conference activities will include an afternoon tour and program relating to the IA of the Shipyard and the work under way on the *Constitution*.

Papers for the conference are invited by professional and avocational industrial archeology enthusiasts on the full range of IA topics, preferably with a New England focus. Papers relating to research on, or field investigation of industrial sites, structures or equipment and their historic contexts are invited.

Reports on efforts at conservation, re-use, or public education or advocacy relating to industrial archeological resources are welcome. Video presentations or poster displays will also be considered. Given the location of the Conference, papers relating to maritime IA topics are particularly welcome.

Proposals should be submitted by **December 31, 1994**. Those interested in presenting should submit a title and proposed one- or two-page abstract to: Michael Steinitz, Paper Chair, 167 Willow Ave., Somerville, MA 02144. FAX 617 727-5128; Phone 617 727-8470 (weekdays), 617 628-2786 (home).

President's Report, NNEC

Approximately thirty people gathered in Manchester, New Hampshire, on Saturday, May 28, for the NNEC-SIA Spring Meeting and Tour. The attendees assembled first at the Manchester Historic Association for orientation, then departed for the Amoskeag Hydroelectric Station.

Amoskeag Station was constructed in 1935 by the Manchester Power and Light Company, which had purchased the water rights from the Amoskeag Manufacturing Co. It is a 15 MW station that is now fully automated, has a 46' head (the drop in water elevation from the top of the dam to the bottom),

and is a "run of river" plant which promotes public recreation. Attendees split into groups for a tour of the plant. Among the tour leaders was Bill Dodge, PSNH hydro department electrician, who gave a complete tour of the facility from the turbine floor to the control panels to the underground tunnel that passes under the dam. The recently-constructed fish ladder was also viewed. Through the glass viewing ports, one could see Atlantic salmon, river herring, American shad, and sea lamprey, all of which live in oceans but spawn in fresh water. The station tour culminated with viewing of exhibits at the small hydro facility museum.

The group was then given a brief tour of the Amoskeag Millyard by John Mayer, Director of the Manchester Historic Association. The Amoskeag Manufacturing Company was organized in 1830 by the Boston Associates. It grew to include over thirty mill buildings, stretching for 1-1/2 miles along the east bank of the Merrimack River. At its peak, the company employed 17,000 workers and was the largest textile mill in the world. It closed in 1935. Many of its buildings have been adapted to new uses.

The group had lunch at the Granite Street Bar and Grille, a restaurant situated in the original Amoskeag Mill complex. The delicious lunch was accompanied by the business meeting.

In the afternoon, attendees had the opportunity to see Elroy and Carlton Ekdahl's shop and engine collection. This unique shop is a showpiece for its owners' passion for antiquities—not just the engines themselves, but also antique chain saws and other power tools, blacksmithing equipment, a steam engine for drilling and pumping oil wells (with a flywheel about 10' in diameter!), and a gasoline washing machine complete with meat grinder and butter churn attachments (does it brush your teeth, too?). The Ekdahls demonstrated an external combustion engine as well; this

engine was designed to pump water up to 40' in elevation to farmhouses before the days of rural electrification. Also on display was a remarkable steamship built by the Ekdahls. The shop was adorned with nostalgia—old oil and gasoline signs, and original New Hampshire license plates dating from about 1910 through 1970 strung circumferentially around the shop in chronological order. From 10' flywheels to gasoline washing machines, it was certainly a site at which to reflect on technological change (Henry Ford would have loved this place). John Mayer was largely responsible for this very successful day.

From September 9-11 (Friday through Sunday), the Chapter conducted an archeological survey of the Franconia ironworks site in Franconia, New Hampshire, led by the affable ironman, Vic Rolando. The octagonal granite furnace stands on the west side of the Gale River, opposite the village downtown. Participants ranged in number from about eight to fifteen on the different days, and preliminary mapping was done with the help of equipment loaned by the New Hampshire Division of Historical Resources. The weather cooperated (rain threatened, but never really materialized), and participants were treated to a great free breakfast at Polly's (on the road to Sugar Hill) one morning, and a delicious supper was hosted by the Franconia Area Heritage Council on Saturday night. This was followed by an informative and entertaining slide lecture on ironmaking by Vic. The council has created a visitors' center on the river bank opposite the furnace and has done much to raise local awareness of the need for its preservation. Ms. Jewell Friedman of the Council, among others, helped to coordinate the weekend project and provide logistical support. The owner of the property on which the furnace stands was also most supportive.

The furnace has the inscription "S. Pettee, Jr. 1859," memorializing the

presence of the itinerant ironmaster, Seneca Pettee, as suggested by Bill Edwards (of Richmond Furnace, MA, experience). The furnace, which is about 31' tall as it stands, had been cleared of brush by several local people, but was considered too unstable for Krista Butterfield (or anyone else, for that matter) to examine the top. Other structural remains include a wall suggesting a millrace and a depression which may have held the bellows engine for the furnace. A good time was had by all, and a good start was made in studying the site.

On September 23, a memorial service for Bill Taylor was held at Plymouth State College in Plymouth, New Hampshire, where he taught for many years. A large crowd of friends from the Chapter, the College, the Division of Historical Resources, past and recent students, people from all over the state and every walk of life attended. His daughter, a number of colleagues and friends recalled his life in brief talks for this "Celebration of William Taylor's Life." We will all remember Bill with affection and respect.

The most recent planned activity of the NNEC-SIA was a visit to the Mt. Washington Cog Railway on Saturday, October 15, organized by Krista Butterfield, Chapter Secretary.

Woodard D. Openo
Somersworth, N.H.

President's Report, SNEC

This past May, the Northern and Southern New England Chapters again held a joint recording weekend at the Richmond Iron Works site in Richmond, Massachusetts. While last year's efforts focused on the furnace area, this season's work shifted to the nearby Klondike Mine area, a dynamite IA site in itself. After nearly eighty years of open-pit mining, the Richmond

company sank a 150-foot shaft here in 1905 and was soon extracting ten to twelve thousand tons of ore annually via two miles of underground railroad. The operations included washing and crushing plants, a powerhouse, a timber-frame rail incline, and a shaft house. The foundations and fragments of this long abandoned operation remain as evidence of an extensive system of interrelated activities that included numerous charcoal kilns, limestone quarries, and other local mines. Victor Rolando, who led the recording session, rightly feels that this IA treasure trove would make an excellent summer field school location if we could only find a sponsoring institution. Thanks to all the SIAers who joined Bill Edwards and his dedicated local group at Richmond. Too few visitors (and residents) in the Berkshires appreciate how dramatically the iron industry transformed the landscape of this region. Besides the mines and quarries, the area was virtually deforested to supply charcoal for the furnaces in the second half of the nineteenth century. We hope to get National Register of Historic Places recognition for the Richmond Furnace area in the not too distant future.

In June, a small group of SNECers were treated to a tour of the Byfield Snuff Company Mill in Newbury, Massachusetts, led by millwright extraordinaire Ben Pierson. Although the mill turbine needs work, and the mill hasn't been operated in a number of years, it would not take too much to restore this a fully functional state. This mill, with its leather-belt-driven power and conveyor systems, and multiple snuff grinding wheel assemblies, is really one of the region's great IA sites. It is for sale, and it seems unlikely that Ben Pierson's realtor will find an IA enthusiast buyer who wants to maintain a museum quality snuff mill. It would indeed be a tragic pity if the contents of the mill are dispersed or lost. Chapter member Tom Vaughan video-recorded the tour (the video may find immediate use in the Newbury school system), and

he is working with Old Mill News to get information out on the mill to a wider, national audience. Ben Pierson himself is a national treasure, and we're grateful that he took the time to lead us through his mill.

Sadly, a second Newbury snuff mill, now owned by the Town, is suffering from deterioration and neglect, open to vandals and the elements. This mill was the subject of an SNEC recording session in its better days under Ben Pierson's ownership. We have written to the Newbury Historical Commission to urge them to get the town to secure this mill and preserve this important survival of the town's industrial history.

On October 1, over twenty SNECers and guests took part in the Chapter's Fall Tour at the General Electric River Works Plant in Lynn, Massachusetts. Those in attendance, once they passed security clearance, were presented with free (!) copies of the Centennial Edition of a history of the complex, *River Works*. The tour was led by the book's author, David Carpenter, who led the group through various jet engine production and assembly areas. Aircraft powered by GE engines manufactured here include the Blackhawk Helicopter and the F117 Stealth Fighter! The extensive plant complex retains a number of historic buildings, including many "temporary" World War II era buildings still in use. The morning tour wound up at Building 31N, where the first American jet engines, the Type IA turbojets, were assembled and tested fifty-two years ago in great secrecy. These powered the Bell XP-59A Airacomet, the country's first jet aircraft. The test cell, nicknamed Fort Knox, retains most of its original equipment. Both GE and the Jet Pioneers Society hope to turn building 34N into a museum of American jet history. Thanks to David Carpenter for a fascinating and informative tour, and to Ken Turino of the Lynn Historical Society and Bob Risch of GE for making the arrangements.

The tour was followed by a brief business meeting and election of officers in the GE parking lot. Officers for 1994-95 are: Michael Steinitz, President (this is the last time, folks); Matt Kierstead, Program Chair; Tom Vaughan, Secretary; and Jack Yerkes, Treasurer. Thanks to Matt and Tom for pitching in to help keep the Chapter going, and to Jack for his continued great work as Treasurer! Those who did not have to rush off to other engagements enjoyed lunch at Jake's Barbeque. Only a select few made the post-lunch visit to the Lynn Heritage State Park Visitor's Center, with its wonderful exhibits on Lynn industrial history, including a period video of the Building 34N test cell in action.

The SNEC looks forward to hosting the Annual Conference on New England Industrial Archeology on February 4th, 1995. See the announcement in this Newsletter for the details.

Michael Steinitz
Somerville, MA

Editorial

The Northern New England Chapter suffered a major blow this summer with the death of Bill Taylor, a past Chapter President who had helped to organize many of our New England Winter Conferences at Plymouth State College. Bill was a Professor of History and Director of the Institute for New Hampshire Studies at Plymouth State, and many of our readers will remember him from his articles in the IA journal.

In memory of Bill, the 1994 issue of *IA* (a big double-issue) will be devoted exclusively to "New Hampshire Industrial Archeology," and the issue will be formally dedicated to Bill. We will miss him very much.

David Starbuck

Andover and Wilmington R.R.

Surviving sections of the Andover and Wilmington Railroad have been located in Andover, MA, dating from 1835, among the earliest roadbeds discovered for the first Massachusetts railroads. The original route remains intact from Lowell Junction Road to Philips Street with an historical plaque at Andover Street near Ballarvale set in 1982. The original Andover and Wilmington operated from 1836-1848 to Andover Center and Haverhill when it was replaced by a new location of the Boston & Maine to Lawrence along the Shawsheen River. The original roadbed from Lowell Junction to Andover Center was thus abandoned, leaving the Andover & Wilmington right-of-way intact for a century and a half. Obvious sections of the Andover railroad can be seen in the cut through Spring Grove Cemetery and along Abbot Street. More authentic segments can be followed near River Road at Hillcrest Street and over the Shawsheen swam from Lowell Junction Road. The most remarkable section is located north of Charlotte Drive off Woburn Street where a graded roadbed remains almost intact save for the second growth trees behind a recent suburban development. According to company reports, the original route was surveyed in June 1835 and opened for service in August 1836 with iron rails on cedar ties, rather than the granite sleepers of the Boston & Lowell. Thus, the only surviving evidence of its early railroad date is in the earthen grading of the banked roadbed at Charlotte Drive. A later extension of the railroad was made to Bradford as the Andover and Haverhill in October 1837 and is now the line of High Street in Andover and Waverly Road through North Andover. The other early Massachusetts railroad grade remains from the Millbury Branch in Millbury, recently abandoned by the Penn Central, with a dry stone embankment intact near Dorothy Hill from Hastings Road at the Mass Pike underpass. Thus, the Andover and

Wilmington is the earlier example with original sections dating from the opening ear of steam railroad operation.

Arthur Krim
Cambridge, MA

Franconia Furnace Recording Project September 9-11, 1994

Sixteen NNEC-SIA volunteer members and associates spent the chilly and sometimes drizzling weekend of September 9th thru 11th measuring, photographing, sketching, sighting, clearing, and otherwise recording the furnace stack and grounds along the Gale River at Franconia, N.H. (see Victor R. Rolando, "The New Hampshire Iron Works, Franconia, New Hampshire, 1805-1864," Society for Industrial Archeology - New England Chapters, Vol 3, No. 2, 1993, pp. 3-5). The 3-day project was done at the request of Jewell Friedman and the Franconia Area Heritage Council, who contacted the late Bill Taylor in a letter dated July 27, 1993. At the chapter fall annual meeting in Middlebury, Vic Rolando agreed to take the lead in making the project a reality.

A number of interesting features were found at the site. The most obvious is the distinctive 8-sided shape of the stack, which is built of granite, caused by its four corners having been built flat instead of out to the usual right-angle edge. No other 8-sided, 19th-century stone blast furnace is known to exist, and its purpose has not been fully understood. Another interesting feature was found to be four massive iron castings, about head-high, around the inside of the furnace. At first inspection they appeared to merely provide base support for the lining wall that appeared to rest upon it. Yet another interesting feature were the two low, narrow passageways that connected diagonally through the inside walls between the three tuyere archways. The two passageways were

also parallel to two of the four "flattened" corners.

One initial reason for the eight sides was thought to be to conserve building stone, since the corners of the stack were essentially cut-across. This feature also appeared to strengthen the outer walls by eliminating the sharp corners that tended to allow corner stones to loosen and fall out. Archways were built into each main wall.

It wasn't until it was noticed that one binder stuck out from each corner wall (where the corner edge of the furnace wall would have been) and later discovered that each binder was mechanically connected to the inside iron casting, that a technical relationship existed between the two. The inside casting provided a strong anchor for the four binders, which ran horizontally outward to each corner. The flattened corners of the furnace provided a flat surface for flat end-plates (now missing) to be keyed to the four protruding binder ends. The four flat corners that make the stack eight-sided might therefore have provided for a unique binding system. The iron binders, each keyed against the outside wall and connected through the walls to the inside castings, might be balancing outside and inside forces against each other.

Enough hardware was found atop, inside, and about the stack to confirm the existence of a preheated blast. Likewise, ground features hint at possible locations for waterpower systems that powered blast and other works machinery. Nearly buried wood cribbing betrayed location of the upstream dam, which was also measured and documented into the records. Analysis of slag from the east side of the Gale River may provide insight about what kinds of ironworks operations existed on that side. Initial analysis on some slag indicates a forge operated there at one time, but it is not yet determined whether it was a bloomery or refinery. A "steel furnace" was also supposed to have

operated there at an early time. Local residents who showed up at the site also shared what they knew of it; one led us to evidence of the west side of the dam.

A folder of paper that represents the efforts of all who participated in the project waits redrawing and interpretation. Meanwhile, slag analysis continues, and photos are being accumulated. Anyone with sharp black-and-white photos that show any technical aspect of the recording project are requested to please make a copy for the undersigned. If used in any reports, the source will be acknowledged. Two reports are planned for issue. A short, ±35-page preliminary report will hopefully be out by the end of 1994. The comprehensive final report should be published during the spring of 1995. Copies of all reports will be made available to all project participants, the Franconia Area Heritage Council, the property owners, and the New Hampshire Division of Historical Resources.

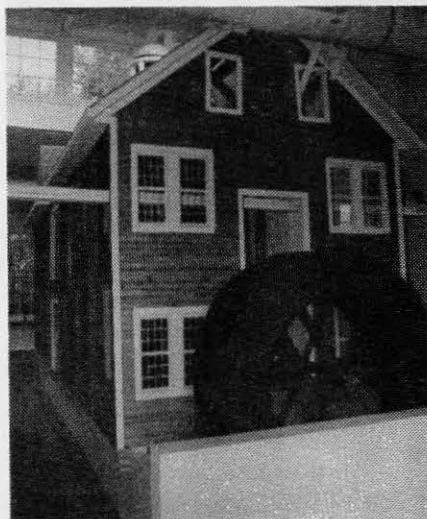
Through the efforts of Jim Garvin, the N.H. Division generously loaned (and trusted) us their transit and associated equipment for the weekend. As I wrote in a thank-you letter to Gary Hume and Jim Garvin, "...the transit got a good workout, being used not only on flat, clear ground, but at times on edges of embankments, on shaky boulders, and even on ledges in shallow parts of the river. I wish I hadn't seen some of the places I found the transit crew working." Jim also carried onward from existing research into the Franconia ironworks and prepared a manuscript on the subject (see James L. Garvin, "Chronology of the Development of the New Hampshire Iron Factory Company from 1805 to 1884," New Hampshire Division of Historical Resources, May 1994, revised August 1994, pp 1-11). Jim's work proved valuable in helping us understand what we observed at the furnace site and grounds.

Thanks go to the resident property owners, Kevin and Trish O'Brien, who not

only allowed the project to proceed but also let us use their facilities. Roger and Nancy Aldrich (Polly's Pancake Parlor) provided all a complimentary Saturday breakfast. The chapter paid \$183.61 for volunteers' lunches and other expenses. On Saturday night members of the Franconia Area Heritage Council treated us to a great potluck supper at the Town Hall, to which I responded with a slide-illustrated ironworks interpretive program. We all got to know each other.

The project made all the newspapers. When we arrived on Friday morning to start work, we were greeted by a news photographer who wanted someone to stand atop the nearly 40-foot high, teetering stack for "a great picture." No one volunteered. Reporters also visited and interviewed us for articles that appeared in *The Boston Sunday Globe* (Sunday, September 18, 1994, pg. NH12); *The Union Leader*, Manchester, N.H. (Monday, September 12, 1994, pg. 4); and possibly *The Caledonian* (St. Johnsbury, VT) and *The Courier* (Littleton, N.H.).

Victor R. Rolando
Manchester Ctr, VT



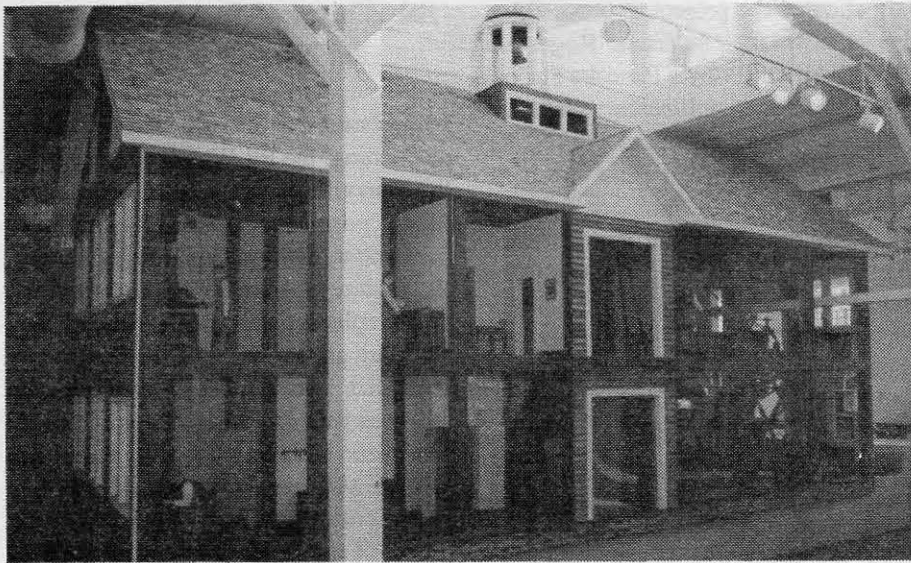
End view of the Whitney Armory replica, showing Whitney's iron water wheel (modeled in fiberglass). The original was 14 feet in diameter, six feet wide.

Eli Whitney Museum Mounts New Exhibit

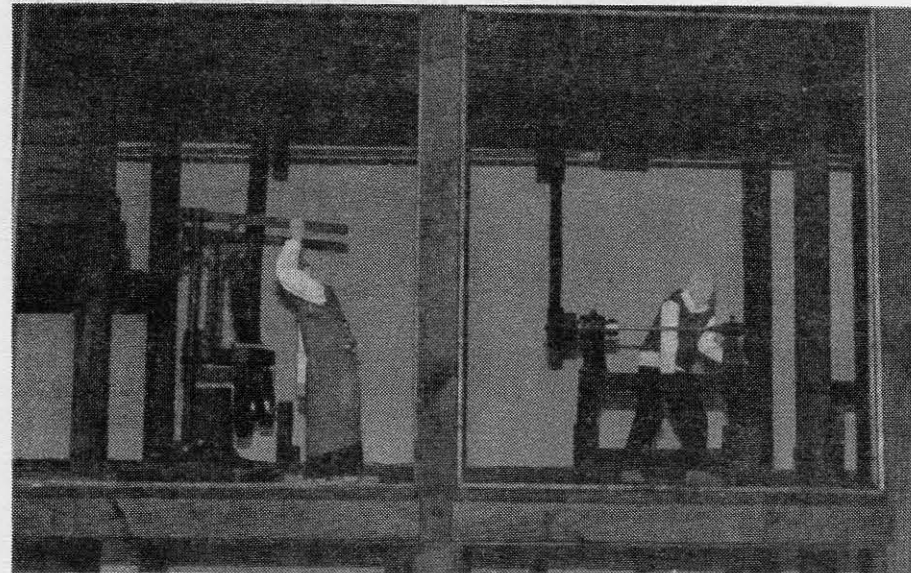
In celebration of the tenth anniversary of its opening, the Eli Whitney Museum in Whitneyville, Connecticut, opened a new "permanent" exhibit in mid-September, entitled "Inventing Change: the Whitney Legacy." Unlike the exhibit it replaces, this one treats of Eli Whitney as inventory of the cotton gin (patented two hundred years ago in 1794) as well as manufacturer of small arms from 1798 to 1825 at the site of the present Museum. Accordingly, it displays cotton bolls, a Whitney-made model of the cotton gin, and a transparent-sided model to demonstrate how it worked.

The focus of the exhibit, however, is a one-third size replica of the main building of the armory that Whitney began erecting in 1798. It is equipped with to-scale movable wooden workmen at small workbenches and machines that run from belts, pulleys and lineshafting. At one end of the building a law-breast water wheel turns by water. Push-buttons activate an unseen electric pump to recycle the water onto the wheel and electric motors to move men and machines. The front of the building is partly open and partly walled with plexiglass for visibility into the various workrooms. Whitney's office is tastefully (and conjecturally) decorated with a portrait of his promoter Thomas Jefferson and a sample case of miniature (interchangeable?) muskets, while the slide projection of a page from his account book hovers over his desk. The development of time discipline in the early 19th century is symbolized by the factory bell, on whose rope a worker pulls at the push of a button.

The scaled-down replica is modeled after the building shown in William Giles Munson's painting of the site in 1826-1828, its dimensions taken from a letter Whitney wrote in 1799. The machines and tools are those mentioned



Front view of the replica of the Whitney Armory machine and filing shop, ca. 1825. The original was 72 feet long, 30 feet deep and two stories high.



On the left, a model worker in the Whitney Armory replica machine and filing shop uses a drill press to drill holes in a musket part. On the right, a worker runs a lathe. The line shafting is mostly square in cross-section but circular in bearings.

in the factory's probate inventory, made after Whitney's death in 1825. Museum Director Bill Brown emphasizes that the exercise of making the model factory is an on-going learning experience that involves many educated guesses as to the location and appearance of the various manufacturing processes within the building, as well as the materials and finishing of the building itself. It takes

the work of many dedicated helpers, some of whom not only framed the post-and-beam structure but painstakingly cut down all the necessary clapboards and shingles to one-third size!

To represent "the second armory" on the site, i.e., that of Eli Whitney, Jr. from 1842 to 1888, a production line of special-purpose woodworking machines

and hand tools will allow visitors of all (or most) ages to make their own cap-firing percussion locks from plywood, dowels, rubber bands, and thumbtacks. Individuals will each use the whole sequence of work stations or form into groups of specialists in certain operations, thereby practicing division of labor.

To complement the exhibit, a new brochure showing Munson's painting keyed to a map of the site allows the visitor to wander about outside, relating the present day layout of structures to those of the early armory, so as to understand the many changes that have taken place.

The Eli Whitney Museum is located at the corner of Armory Street and Whitney Avenue, at the foot of Lake Whitney, in Hamden, Connecticut, just north of New Haven. It is open 12 to 5 Wednesday, Thursday, Friday, and Sunday, and 10 to 3 on Saturday. Its telephone number is (203) 777-1833.

Carolyn Cooper
Hamden, CT

Report of Historic Ironmaking Conference Clove Furnace Historic Site, Arden, NY October 1-2, 1994

Over 150 ironmongers from all over the country (and Ontario) gathered at the Clove Furnace Historic Site in Arden, NY, on October 1st and 2nd for a weekend of papers and a forbidden tour. Program chair for the Conference was Edward J. Lenik, S.O.P.A. and Sheffield Archaeological Consultants (NJ). The Orange County Historical Society, whose headquarters is the historic site, spared no expense in sponsoring the event.

The Clove Furnace Historic Site includes the standing ruin of the ca. 1854-1885 Greenwood Anthracite

Furnace and associated buildings. Repaired and partially restored, visitors can not only walk among the massive archways of the 37-foot-square base, but also inspect the top of the 54-foot-high stack by means of a walkway to the top. A few hundred yards to the east is the collapsed ruin of the predecessor ca. 1811-1871 Greenwood charcoal furnace. Here were made the famous Parrott guns of Civil War fame.

Following a Saturday morning welcome by Michelle Figliomeni, O.C.H.S. President, six morning and seven afternoon papers were introduced by Ed Lenik, conference chair. Robert B. Gordon presented an interesting program of "Ironmaking Technique Revealed in Historic Photographs." Other papers included ironworks subjects in New Jersey, New York, Pennsylvania, West Virginia, and Ontario (Canada). The Ontario paper touched on Canada-Vermont industrial intrigue during the period immediately following the American Revolution and up to Vermont statehood. SIA members seen at the conference, in addition to Bob Gordon, were Allen Hitchcock and Ken and Grace McIver.

Sunday morning found a majority of the participants gathered at the village of Ft. Montgomery, for an escorted drive into the usually forbidden grounds of the West Point Military Reservation to inspect the standing ruin of the ca. 1790s-1800 blast furnace and surface remains of its associated ca. 1790s-1840 bloomery forge. The fully standing blast furnace ruin is in remarkable condition considering its age; most believe its being on unaccessible US Government property since 1942 contributed significantly to its preserved state.

Having worked only two weeks before at the Franconia, N.H., furnace site, some pieces of suspected bloomery slag were brought along and found to be very similar in color and heft to slag found at this early 19th-century bloomery site. Although we could explore, handle, and

photograph as much as we desired, bringing home any "souvenirs" was unfortunately forbidden by our government escorts.

Iron masters/iron researchers/ironmaking conferences started in the early 1980s with Ed Rutsch being one of the early movers of the "movement." Gatherings occurred on and off down through the years, always well-attended. This year's at Arden, NY, marks three conferences during the past four years.

Victor R. Rolando
Manchester Ctr, VT

Tug Restoration Planned

The *Luna* Preservation Society has proposed a plan to restore the first diesel-electric tug built for commercial towing.

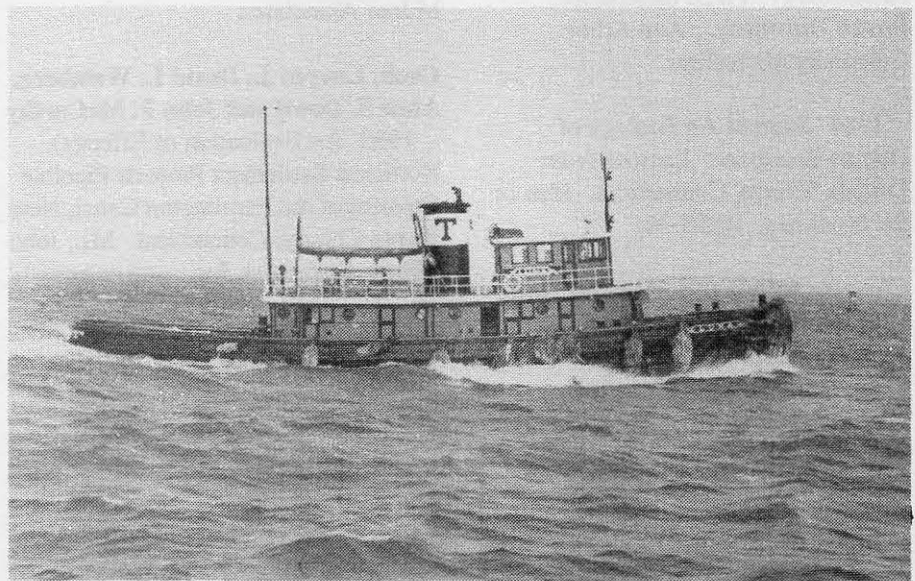
The 97.3 foot long *Luna*, under the jurisdiction of the Metropolitan District Commission (MDC) was removed from the Charles River Basin in the fall of 1992, where she had sat in the mud with her aft deck awash. Without a docking contract *Luna* was allowed to sink along side a contractor's pier in 20 feet of salt water. In December, 1993, *Luna* was

raised and dry docked. She was cleaned to EPA standards in preparation for off-shore scuttle.

Four independent marine surveys were done. Each found *Luna* to be structurally sound, retaining her historical significance, and worthy of restoration. The MDC was denied the option to scuttle because emergence stabilization would satisfy the minimum leak rate requirement to float. Since that time the MDC has failed to proceed, and *Luna* sits in dry dock subject to deterioration by neglect.

The Preservation Society plans to acquire *Luna* and apply the necessary protection safeguards to ensure a safe tow transit to a yard of reputable standards where rehabilitation of the hull and preservation of the main deck house, pilot house and equipment may be achieved within a reasonable scope of work. The cost is estimated to be about \$1.5 million.

Luna was designed by John Alden Company of Boston, and built in 1930 by M.M. Davis & Sons, Solomons, Maryland. It has a displacement of 325 tons. Its diesel-electric engines produced 650 horsepower.



Tug Luna under way.

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David A. Poirier
Robert R. Gradie

Vermont

A conservation assessment of the "Brick Kingdom" 20th century Piano Action Factories in Barton, VT, took place over the summer and fall of 1994. Thomas Visser of the Historic Preservation Program of the University of Vermont and Jan Lewandoski from "Restoration and Traditional Building" of Greensboro Bend, Vermont, worked on the project, which was funded by the National Trust for Historic Preservation Services Fund and the Ellis L. Phillips Foundation of Boston, Massachusetts. The Crystal Lake Falls Historical Association hopes to use the study to make an historical park on the three-plus-acre site.

The Piano Action Factory of Wessell, Nickel and Gross was one of many mills and factories on Crystal Lake Falls in Barton from the 1790s to 1940.

In July 1994 the Crystal Lake Falls Historic District was named to the National Register.

Robin Tenny
Barton, VT

Book on Vermont Archeology Wins Award

The Vermont Archaeological Society's *Journal of Vermont Archaeology* was awarded a Special Merit Award by the Vermont Book Publishers Association on October 22, 1994. The Journal was edited by David R. Starbuck, who also wrote the Preface and Introduction. Vermont State Archaeologist Giovanna Peebles wrote the Foreword. It was printed by The Printed Word, Inc. (Dennis Howe) of Concord, N.H.

The 176-page journal was produced in 8 1/2 by 1-inch format, contains 76 illustrations, and sells for \$19.95 plus \$2.00 S&H. Ten articles are included in the journal, covering prehistoric, historic,

military, industrial, and nautical archeology. The hundreds of bibliographic references alone make this a valuable research tool. (Over 100 of 500 printed have been sold.)

The book was reviewed and judged by Prof. Paul Eschholz of the University of Vermont's Department of English. The award was presented by Joe Cutts of The Burlington Free Press at an awards dinner in the Capitol Plaza (formerly Tavern Motor Inn) in Montpelier, VT. Accepting for the Vermont Archeological Society was Vic Rolando, outgoing VAS President. Approximately 60 publishers attended the event, which saw awards go to 17 Vermont-published books.

For content or ordering information, contact Vic Rolando at (802)362-4382, or write Heritage Mountain Press, P.O. Box 1812, Manchester Ctr, VT., 05255.

Rolando Sells Milestone Copy of his Book

Vic Rolando reports the sale of the 1,000th copy of his book, 200 Years of Soot and Sweat: The History and Archeology of Vermont's Iron, Charcoal, and Lime Industries. The 1,000th copy was part of a multi-book order by the Lake Champlain Maritime Museum for their bookstore at Basin Harbor, VT. Self-published in 1992, most sales have been through direct sales; most of these outside Vermont (five copies to Europe; one of these to Russia).

The book has received favorable reviews both in this publication and in the SIA journal (see review by Ed Rutsch in IA, Vol 19, No. 11, 1993, pp. 73-74). It also received a Special Merit Award in 1993 by the Vermont Book Publishers Association.

As Ed Rutsch said in his review, "[It] is a basic industrial archeological research volume that you will want on your bookshelf. Get one while they last." For information, contact Vic Rolando.

Call For Papers for the Eight Annual Conference on New England Industrial Archeology

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See Page 1 for details!

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