



## *Society for Industrial Archeology · New England Chapters*

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### **NORTHERN CHAPTER OFFICERS**

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 David Coughlin, Second Vice President  
 Dennis Howe, Secretary  
 Richard Coughlin, Treasurer

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See New England Chapters of the Society for Industrial Archeology on the Web at <http://nec-sia.org> to obtain more information and membership details.

### **NNEC-SIA President's Report Spring 2019**

NNEC Board of Directors Meeting: On Tuesday, March 26, a meeting was held to discuss the Chapter's continuing financial deficit and declining membership numbers. The main cost factor is the printing and mailing of the Newsletter. It was agreed that we should create an attractive (optional) version that members who choose so may receive as an email attachment in order to avoid the high cost of printing and mailing. The US Postal Service has instituted several rate increases in recent years and printing services continue to creep up. See the Treasurer's Report below and the separate Newsletter Upgrade article.

#### ***Treasurer Report - Spring 2019***

Bank Balance: \$3,692  
 2019 Annual Paid Membership: 21  
 Life Members: Estimated at 30  
 Year 2018 Total Income: \$985  
 Year 2018 Total Expenses: \$1,587  
 Change in savings: -\$602

As in past years we continue to have an annual deficit.  
 Submitted by: Rick Coughlin, Treasurer, NNEC-SIA

Other Board Business: It was voted to eliminate the Lifetime Membership option and the \$10 Student Membership to new members. Other Notes: (1) It was brought to the president's attention that the board should consist of members from different states when possible. Our Chapter's Bylaws call for a President and a First and a Second Vice President. The intention for this was to attempt to include officers from each of the three Northern NE states so that each state's views and cultures would be represented on the Executive Board. Before our next Annual Meeting & elections this Fall, some calls will be made to reach out to prospective candidates from states other than New Hampshire. (2) Newsletters will no longer be mailed to NNEC members who are in arrears with their dues. (3) It is recognized that some members prefer to receive the Newsletter by mail, and a survey will be accomplished to address the issue.

David Dunning, NNEC President

## Newsletter Upgrade on Internet Planned

Soon the emailed version of the newsletter will have much more to offer. Instead of black & white pictures that are sometimes unclear, there will be color photos, which will help to more easily distinguish the image details. Also, we plan to provide live links to click on, which will take readers directly to the websites of tour locations where there will be more historic details and more color photos. There will also be a list of other links to information and organizations of interest. Start looking forward to this upgraded digital newsletter, instead of the old hard copy. (Of course it can be printed out and carried to your easy chair.)

David Dunning, NNEC President

## Report of the 32nd Annual Winter Conference on New England Industrial Archeology, March 30, 2019

The 32nd Annual Conference on New England Industrial Archeology, sponsored every year since 1988 by the SIA's Northern and Southern New England Chapters, was held Saturday, March 30, at Clark University in Worcester. A large turnout of close to 50 participants gathered in Clark's Jefferson Academic Center to hear a full slate of eight presenters.

SNEC treasurer and scholar of building technology **Sara E. Wermiel** discussed the stilted segmental arch window molding, a decorative feature found on brick factories from around 1860 to the 1890s. This feature appeared coincident with the introduction of arched window openings and architectural styles that included arches. But, she argued, the molding became a vernacular architectural element for industrial buildings, used even when there was little or no other style references. The reason it was used, she believes, is because the molding was a relatively inexpensive way to add visual interest to otherwise large, plain, brick boxes.

**Robert Dermody**, professor in the School of Architecture, Art & Historic Preservation at Roger Williams University, introduced his audience to Narraganset Bay's Mount Hope Bridge, "New England's First Major Suspension Bridge," and its designer, David B. Steinman (1886-1960). Constructed in 1929 within weeks of the stock market crash, Steinman's pioneering design included many structural innovations, and shortly after its opening received the American Institute of Steel Construction's "Most Beautiful Steel Bridge Award."

The third speaker, after a mid-morning break, was **Renée Tribert**, Project Manager for the Connecticut Trust for Historic Preservation's Making Places, the Trust's ground-breaking statewide mill reuse program. No stranger to conference participants, Renée had introduced the program at the winter conference in 2015, and provided a further update in 2017.

This year, she provided some recent case studies and examples of how the program's award-winning website, connecticutmills.org, was being used.

Last speaker of the morning was another conference favorite, **John Mayer**, executive director of the Amesbury Carriage Museum. Mayer provided an update and progress report on the carriage museum and their efforts to establish an Industrial History Center in the former Hamilton Woolen Company's Mill 2.

After a buffet deli lunch, the afternoon sessions began with two papers on historic bridges: **Emeline Young**, a civil engineer currently in the preservation program of Roger Williams University, described the problems associated with rehabilitating the 1888 Arkwright Bridge in Coventry, RI. The historic wrought-iron truss bridge, built with patented 'Phoenix columns' and now closed to traffic, suffered from many years of deferred maintenance as well as the reluctance of state DOT officials to consider non-standard solutions. It was a topic that raised the interest and suggestions of several audience members.

**Barbara Kurze**, senior preservation planner for the City of Newton, followed with a history of conservation challenges presented by Echo Bridge, the 1876 landmark series of masonry arches carrying the Sudbury Aqueduct over the Charles River in Newton Upper Falls. Currently, long-deferred maintenance had allowed the distinctive cast-iron railing to deteriorate. Although community groups have raised almost \$100,000 from the community, much more is needed. In November 2018 the bridge was named to Preservation Massachusetts' Most Endangered Historic Resources list.

An afternoon break was followed by an introduction to the Institute for Industrial Art and History in North Andover, MA, by its director, **John Schroeder**. The Institute features interactive displays of antique machinery including steam engines and associated equipment; gasoline and air engines; automobiles and automobilia; clocks, and watches, and scientific instruments. The three-acre campus has an active program for schools and tour groups.

The afternoon concluded with a presentation by **Patrick Powers** on the "The 'Eblana' Brewery in the Great Brewery Landscape of Roxbury and Jamaica Plain." The former John R. Alley & Sons Brewery, built in 1886, was designed by the prominent American brewery architect, Otto Charles Wolf. Alley's brewery, like many that depended on the clear water of Roxbury's Stony Brook, prospered until Prohibition shut it down in 1920. Today, abandoned for over a decade, the brewery's future is uncertain.

Peter H. Stott  
Conference coordinator

## **The Conversation Continues - Exploring Ways to Advance the Future of Industrial Heritage and Engage New Communities in Our Museums, Parks and Plans**

During the 32nd Annual New England Conference in Worcester, a small group met during lunch to continue a conversation begun last June in Amesbury. John Mayer, executive director of the Amesbury Carriage Museum, was on hand to provide an update regarding the status of this initiative.

The June 2018 program brought together about 35 people from the region who are involved in industrial history initiatives of all types. At that meeting several challenges were outlined about issues familiar to many of us: How do we attract and build new and younger audiences? How can we share strategies and learn from other organizations? There was much agreement that these are critical issues. A possible action was to develop a consortium to continue the effort.

Since last June, leaders from both the Charles River Museum of Industry in Waltham, MA, and the Waterworks Museum in Chestnut Hill, MA, have volunteered to assist in continuing this effort. And based on the lunchtime conversation, the topic has not become any less important.

While no date has been set for a formal meeting, members of the Southern and Northern New England Chapters of the SIA will be informed when one is determined. Most importantly, if you are interested getting involved or if you have thoughts or questions about this initiative, please contact John Mayer at [jmayer@amesburycarriagemuseum.com](mailto:jmayer@amesburycarriagemuseum.com) or 978-834-5058.

John Mayer  
Executive Director

### **SNEC-SIA Treasurer's Report for 2018**

In 2018, SNEC had 131 members. This is about average, but 11 fewer than 2017, when SNEC hosted the annual New England IA conference.

At the start of the year, the balance in SNEC's checking account was \$1,765.28. In addition, we had \$9,000 in certificates of deposit. (Their values vary with the market, but since they don't lose or gain actual value unless sold, I count them at their original value.) Income during the year amounted to \$1,117.21, coming principally from member dues and donations (\$912) and secondly from interest on checking account balances and CDs (\$205.21). Expenses totaled \$1,248.90, which included SNEC's share of the cost of publishing two newsletters; mailing newsletters, and printing and mailing announcements; SNEC's share of a bi-annual New England chapters website hosting fee; a donation to the Lawrence History Center for allowing SNEC to use their

premises for a meeting; SIA dues for officers; and treasurer's expenses. The ending balance in the checking account is \$1,633.59, plus \$9,000 in CDs. This is \$131.69 less than the balance at the start of the year.

Sara E. Wermiel  
SNEC Treasurer

### **NNEC-SIA 2018 Fall Tour Report Glens Falls, NY Feeder Canal System and Dam**

On Saturday, October 13th, 2018, about 20 members from the two chapters met at the historic coal silos of (the former) Griffin Lumber Co. Griffin built the concrete silos in 1906 to store coal for sale to the public. The coal was floated up the Feeder Canal. Each of the four silos held a different grade of coal. The coal was sent up to the top, from a barge, via an inclined conveyor. At the top, a small rail car moved the coal across and dropped it into the appropriate silos. (See Figures 1 & 1A.) The Feeder Canal Alliance gave a presentation in a renovated silo (Figure 2).

Then the group went to see the remnants of the canal (Figures 3 and 4). The Champlain Canal was built from 1817-1822 to provide direct access for freight and passenger boats from Lake Champlain at Whitehall to Fort Edward on the Hudson River. It completed an inland route from the St. Lawrence River to the ports of New York City. The Feeder Canal was dug about 1822 to direct water from the Hudson River one-half mile east to the Champlain Canal. This allowed access from (bypassed) Glens Falls to the main route. It was a very narrow canal but seven miles long. In 1832 the Feeder Canal was widened and deepened to accommodate boat traffic. Thirteen masonry locks were constructed to overcome the 139-foot vertical drop. The original wooden locks were replaced with hammer-dressed limestone locks by 1845. Stones for the five combines were delivered to the site by canal boats from Kingsbury quarries. Each lock, 100 feet long and 15 feet wide, lifted or lowered a canal boat about 11 feet, a total drop of 55 feet.

Lock tenders were on duty 24 hours a day to assist in operating the gates and locking the boats through. Two small shanties between the locks and the sluice provided the lock-tenders some protection from the weather.

Mills and factories sprang up along the Feeder Canal banks. There were six boat basins for loading, unloading and repairs. The bounty of the North Country – lumber, lime, marble, paper, clay, apples and potatoes – were shipped to New York City and southern markets.

The canal enjoyed prosperity for about a hundred years until newer, more efficient transportation routes were established. The present-day Champlain Barge Canal replaced the old canal in the early 1900's. However, it continues to serve as a





Figure 1. Concrete silos built in Glens Falls, NY, by the former Griffin Lumber Co. in 1901 to store coal. The coal was delivered by canal boat and brought to the top of the silos by conveyor to a small rail car that was run across the tops to deliver the various grades of coal to the appropriate silo. (*The Post Star* photograph.)



Figure 1A. Tour participants prepare to enter a renovated silo.



Figure 2. Tour participants attending a presentation by the Feeder Canal Alliance inside a renovated silo.



Figure 3. A down-stream view of the 7-mile long, ca. 1822 Feeder Canal that delivers water from the Hudson River to the Champlain Canal.



Figure 3. An up-stream view of the 7-mile long, ca. 1822 Feeder Canal that carries water from the Hudson River to the Champlain Canal.





Figure 4. A hydroelectric dam that now stands where the original dam was constructed to divert water from the Hudson River to the Feeder Canal, seen in the foreground. (Courtesy of saratogawoodswaters.blogspot.com)



Figure 5. General view of the Glens Falls Dam from the vicinity of the southeast end, (Historic American Engineering Record, 1968, Library of Congress.)



Figure 6. Southwest facing view of the Romanesque Arches. (Historic American Engineering Record, 1968, Library of Congress.)



Figure 7. A closeup view of the log chute showing the turn below the Glens Falls Dam. (Historic American Engineering Record, 1968, Library of Congress.)

conduit to carry water to other towns.

After lunch, the group drove to the Glens Falls Dam which has a paper mill on either side of it (Figure 4). The following information is from the Adirondack Hydro Development Corporation:

“The 1913 concrete arch Glens Falls dam is one of at least three dams to have spanned the Hudson River between Glens Falls and South Glens Falls. The dams provided waterpower for industries that developed on both sides of the river.

They included saw mills, grist mills, limestone or marble saw mills, cotton factories, spoke, hub sash, and door factories, planing and turning mills, plaster mills, and paper mills. Today the new Glens Falls dam, that replaced the 1913 structure, provides waterpower to make 12,700 kilowatts of electricity. An evaluation of the 1913 concrete dam by the Federal Energy Regulatory Commission in 1991 showed that it was in need of replacement. After reviewing several alternatives, the operators of the hydroelectric projects decided to replace the dam with a new one downstream.

*Why is there a dam at Glens Falls?* The Hudson River at Glens Falls passes over a rocky ledge about 36 feet high. The reason there is a falls here has to do with the type of rock over which the river flows. Upstream and downstream from the falls, the Hudson River flows over soft shale bedrock that is easily eroded. However, at Glens Falls the river crosses a band of limestone, a hard black rock that resists the wearing action of the water. As a result, a steep slope that we now call Glens Falls has formed in the river bottom.

The natural waterfall attracted the first settlers in the 1760s. Mills of various types have stood on the banks of the river ever since. The Hudson River waters descending over the falls provided the equivalent of up to 22,000 horsepower of energy for local industries during the 1800s and 1900s.

About the Glens Falls Dam: The 1913 concrete Glens Falls dam was nearly 500 feet long and about 14 feet high, including the 5-foot-high wooden barriers at its top, called flashboards. Used to raise the level of the water behind the dam, the flashboards were designed to break away if the water in the river got too high. With the flashboards removed, the possibility of upstream flooding was reduced. The original dam was about six feet high but was increased to nine feet in 1923 (Figure 5).

Broad, low arches were an important part of the design of the 1913 dam and contributed to the dam’s interesting appearance. The concrete ribs between the arches acted to support the structure. The design of the Glens Falls

dam was unique among early twentieth century dams in New York. The dam lasted for 80 years with very few repairs, a testimony to the skill of its designers and builders.

Besides the arches, there was another interesting feature of the 1913 dam. A concrete log chute was located in the northern part of the dam. At a time when log drives on the Hudson River were the main way of transporting timber to lumber and paper mills, the chute was used to pass logs through the dam.” (Figures 6 and 7).

David Dunning  
NNEC President

### **Under the Bridge – On Your Own Connecticut Discoveries**

From popular books and movies, children everywhere know that “trolls” live under bridges. Ugly, mean and always hungry, trolls wait quietly hoping to snatch a wayward peasant or princess. However, there are other very interesting possibilities to be discovered under some of Connecticut’s bridges.



*Old Town Mill, New London*

Nestled beneath and between the Gold Star Bridge and I-95 Bridge (the underside of the bridges are painted sky blue) is the Old Town Mill. Located on Mill Street, this historic gristmill provides an interesting glimpse of New London’s historic past. Although renovated, the Old Town Mill retains its essential character with its elevated flume, water wheel and grindstones. One can create a fascinating day trip in New London by visiting the Old Town Mill, taking an interesting docent-led tour of the Monte Crisco Cottage (Eugene O’Neill’s summer home, 325 Pequot Avenue), strolling quietly through Ye Antienist Burial Ground, the oldest colonial cemetery in New London County with numerous interesting gravestones, and dining on excellent seafood at Captain Scott’s Lobster Dock (80 Hamilton Street), which is bor-



dered on opposite sides by an active Amtrak rail line and by a small marina (trains and boats!). And, literally two blocks away is Fort Trumbull State Park, probably Connecticut's premiere coastal military fort with wonderful vistas of the Thames River and New London Ledge Lighthouse (a boat trip out to this attractive lighthouse is worth a return visit to this historic maritime town). In the summer, a hop-on hop-off water taxi connects several historic sites located along the Thames River in New London and Groton as part of the Thames River Heritage Park.



*Stone Arch Bridge, Durham*

Yes, a bridge beneath a bridge! Located on Route 17 over Allyn's Brook is a stone arch bridge that was constructed in 1823 and rediscovered during a recent bridge replacement project. Construction workers were surprised to discover this earlier bridge while removing a deteriorated 1920s concrete bridge. A revised design incorporated a new safer highway bridge that allowed preservation and viewing of the historic structure. A pedestrian walkway and interpretative marker provide for public appreciation of this well-designed early 19th Century stone arch bridge. The Old Durham Cemetery, located across from the historic bridge, provides an opportunity for quiet solitude while admiring 18th and 19th Century gravestone art. Afterwards, swing over to Wild Bill's Nostalgia, an amazing psychedelic shopping experience on Route 3, and O'Rourke's Diner, a culinary landmark on Main Street, in nearby Middletown.



*Lyman and Rapallo Viaducts, Colchester and East Hampton*



*An engraving of the Lyman Viaduct reproduced in the Album of Designs of the Phoenixville Bridge Works (1873).*

In its day, the Air Line Railroad was touted as the fastest route between Boston and New York. The rail line was discontinued in the early 20th Century with various route sections being converted to popular rail-to-trails recreational linear parks. Constructed in 1873, the Lyman and Rapallo Viaducts are monumental wrought-iron structures that were engineering landmarks of the late 19th Century. Between 1913-1915, the viaducts were buried beneath sand fill which obscured but preserved these unique railroad structures. A quiet walk along either viaduct provides wonderful vistas above their respective river valleys.

Also located along the Air Line Railroad trail are an 1888 Stone Arch Bridge and a Deck Truss Bridge. Consider making it a total bridge day by visiting the Comstock Covered Bridge, located on the Colchester-East Hampton town line and if you've worked up an appetite, join the folks standing at the counter of Harry's, a not-to-be-missed hamburger stand that will make the kids reassess their loyalty to the golden arches (although a calorie buster, the chili cheese fries are a favorite).

Dave Poirier

## **Tour of the Peggy Lawton Cookie Factory in East Walpole, Massachusetts, 29th November 2018**

Members of the Society for Industrial Archaeology know what a privilege it is to be invited into a factory in full operation with every piece of machinery clicking, whirring, rolling and ratcheting forward a set of repetitive, precision operations to make a product. William (Bill) H. Wolf, President of Peggy Lawton Cookies in East Walpole, Massachusetts, graciously invited a few of us in (including some members of the Walpole Historical Society), on a Thursday morning. We witnessed flour, chocolate, sugar, eggs and shortening being converted into packaged chocolate chip cookies.

Locally owned and operated by the same family since 1949, Peggy Lawton moved its business to East Walpole from Dedham in 1961. The name comes from Bill Wolf's parents, the founders Peggy and Lawton Wolf. They set up their Walpole operations in a former movie theatre, which still has some of the same exterior architectural lines of an old theatre. Inside, you can still see the projection room and theatre seating area below, now given over to cookie making. But from outside, you would not guess the activities within, as the only indication of an operating company is a few Peggy Lawton trucks parked nearby. After a devastating explosion by arsonists in 1964, the family almost went out of business. The arsonists, were never caught but were suspected to be involved with a union that disagreed with Peggy Lawton policies: to hire local workers including housewives from the neighborhood and to pay regular bonuses based on profit-sharing. Following the explosion, the employees convinced the Wolf family to continue the business. None of the employees quit, and instead they volunteered to help clean up the devastated building. Eighty-four days later Peggy Lawton was back in operation. In 1972, Bill having grown up involved with every aspect of the operation, took over the business from his parents.

Our tour group experienced every step of the cookie making process, starting from bags and boxes of ingredients, to mixing and shaping, to baking and cooling, through to the fantastic wrapping room that produces neat three-packs of cookies, ready to ship.

Bill Wolf has strong and well-justified opinions on ingredients. These include his insistence on 100% real chocolate. Apparently, a loophole in the laws for labeling foods allows a cookie maker to use only 51% real chocolate (and 49% artificial flavor) and yet declare the product to be made of "real" chocolate! Bill noted that real chocolate has a melting point similar to the warmth of a person's mouth, and that "mouth feel" is part of the enjoyment of real chocolate. Artificial chocolate is hard and waxy and does not melt easily. Also, Bill has resisted the trend to increase the shelf life of baked goods with preservatives. There are none in Peggy

Lawton products. They are intended to be enjoyed fresh. Bill also has refused to adopt the trend to making desserts seem "healthy" by substituting artificial ingredients for real food ingredients. Peggy Lawton's recipes are essentially scaled up versions of recipes you would bake with at home, which is where the business began in 1949. In the 1980's a former employee stole recipes, intending to use them in his own cookie business. A judge ruled in Peggy Lawton's favor, determining the recipes to be trade secrets.

Currently, Peggy Lawton employs about 14 people and supplies cookies and brownies all over New England, New Jersey, and Eastern Pennsylvania, and some to New York. Previously, Peggy Lawton had supplied cookies and brownies to many schools in the area as optional desserts and snacks in the school lunch programs. It was 35% of their business. However, recent legislation now prevents cookies and brownies from being offered to schoolchildren. As you might imagine Bill has some opinions on that, noting that SUVs dropping off kids for school probably have just visited a franchise donut shop to buy donuts, sweetened drinks and pastries all made with plenty of artificial, high-calorie ingredients. A freshly baked cookie would seem to be a logical childhood snack.

On the day we visited Peggy Lawton, the factory was in full operation making 45,000 chocolate chip cookies, which, along with brownies, are the best sellers. (Other cookies made are oatmeal, butter crunch, chunk chocolate, and sugar shortbread.)

A 340-gallon mixer was in continuous operation, with each finished dough being hoisted in its "bowl" up and into the shaping and cutting machine. That machine (built in Sweden) molds cylinders of dough of cookie diameter, and then uses piano wire to slice it into cookie discs, which fall neatly row after row onto a huge conveyor belt. The conveyor belt enters a 135-foot band oven set to about 435 degrees. The cookies bake about ten minutes and can be observed in two windows along the way.

Already we had questions about how such equipment is maintained and repaired. And the answer was not trivial. On every baking day, something goes wrong somewhere on the line and is promptly fixed by Tim Delaney who is entirely dedicated to that task and who has a machine shop on site by which he can manufacture new parts immediately. While some parts could be ordered, it is not at all practical to shut down operations waiting for them to arrive. Many other parts are simply unavailable as the machines are essentially "antiques" or at least "vintage" (e.g., over 50 years old). Additional challenges include irregular and unpredictable access to natural gas. The gas company will sometimes switch in some amount of propane especially during high use times for natural gas in the winter, but Peggy Lawton will not find this out until they notice their oven running at the wrong temperature.



After ten minutes of baking, the cookies continue into a 125-foot cooler. We were allowed to sample warm, moist cookies straight off the cooling line. They truly tasted like a homemade style recipe! Then, from the conveyor belt, the cookies form a torrential river of thousands making their inexorable way toward the packaging line tended by seven undaunted Peggy Lawton employees. The famous scene of Lucille Ball and Ethel Mertz trying (and failing) to package chocolates streaming by on a conveyor belt at first came to mind. However, this part of the operation was exquisitely efficient. It was delightful to watch the individual robotic devices repeating each analog operation over and over. For example, the device that places exactly three cookies into a tidy stack is arranged on three tiers of slightly different heights and each stack is built gently from the lowest cookie to the middle cookie to the top one. All very logical once you see it, but imagine having to design such a machine to make perfect cookie stacks with no broken edges and trying out a number of failed ideas.

Now and then there are mishaps, and a box of very slightly damaged cookies was accumulating. SIA member, Leonard Henkin expressed great concern over the wasted cookies as they were perfectly delicious (he attested.) Apparently a farmer comes by regularly to pick up the broken, discarded cookies to feed to pigs.

Several styles of packaging can be done to satisfy various vendors: For example three-packs go to Stop and Shop, Market Basket, Roche Brothers, Trucchi's and some Costcos.

Some vending machines take two-packs of larger cookies. Crescent Ridge and other ice cream vendors take loose cookies to make ice cream sandwiches. There is also a small mail order business to customers as far away as California, nostalgic for local cookies. Meanwhile, Amazon.com sells Peggy Lawton products too. But Bill is not directly involved with that, and pointed out that anyone can purchase things and resell them on line.

At the loading dock, SIA member William Connors, a retired auditor of manufacturing businesses, noted that everything seemed in order: nothing accumulating, everything neatly organized. And in fact the business depends very much on making just the right amounts of the perishable product by anticipating orders and responding quickly to new orders. Peggy Lawton "guarantees" sales, which means they pick up any cookies not sold in a supermarket, and replace them with fresh products. (Cookies and brownies that are close to their expiration date go immediately to soup kitchens.)

At the conclusion of the tour, Bill walked us through the brownie-making process, which is done on other days. Then Bill presented each of us with a box of assorted cookies in all of the flavors plus brownies. At least one SIA member declared it to be the best SIA tour ever!

Betsey Dexter Dyer  
Department of Biology  
Wheaton College

### **Speakers/Re-enactors Needed**

Here is a rewarding opportunity to use your knowledge and presentation skills. Bristol, NH, is celebrating their 200th anniversary with an old home day on Saturday, August 24th. They need someone to talk about brickmaking. Also, someone to tell what it was like working in their old mills. They had paper mills, textile mills, plus grain, carriage, foundry & machine shops, shoe & leather-working, a crutch factory, woodworking shops, plus the hauling of goods to and from the railroad depot at the bottom of the steep hill where the Newfound Lake River empties onto the Pemigewasset. Contact David Dunning at 603-526-6939 or [dunmark@tds.net](mailto:dunmark@tds.net) to discuss this opportunity.

**Membership Application to the Northern and Southern New England Chapters  
of the Society for Industrial Archeology**

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

**Northern New England Chapter (ME, NH, VT)  
Membership and Dues for 2019**

Member Renewal: \$20.00

New Member: \$15.00

Send to:

Rick Coughlin, Treasurer – NNEC-SIA, 1 May Street, Rochester, NH 03867

Name: \_\_\_\_\_ Occupation: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

**Southern New England Chapter (MA, RI, CT)  
Membership and Dues for 2019**

Regular: \$10.00

Student: \$8.00

Lifetime: \$150.00

New member: \$8.00

Two members at one address pay only one membership fee. As we are communicating increasingly by email, it is vital that we have your current EMAIL address.

SNEC-SIA is your best opportunity to gain a close-up on-site look at extraordinary technologies and exciting engineering history. Join us for another year of newsletters, tours and more.

Complete and return this with your check made payable to SNEC-SIA.

Send to:

Sara Wermiel, Treasurer – SNEC-SIA, 70A South St, Jamaica Plain, MA 02130-3143

Name(s): \_\_\_\_\_ Occupation: \_\_\_\_\_  
Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Are you a member of the national Society for Industrial Archeology? [ ] Yes [ ] No