

FROM THE DIRECTOR...

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Milce Folsom



Raytheon/Don Bernstein

HELP WANTED

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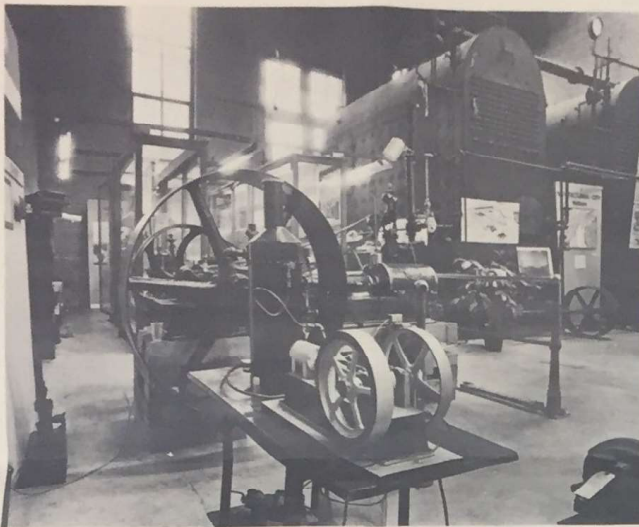
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SHOPTALK

Charles River Museum of Industry

Newsletter Fall 1985



Paul Drake

PUT THEM TO WORK

Engines to drive the machinery of mass production are the heart of the Museum's POWER PLANT exhibit

COLLECTIONS ORGANIZED, OPEN FOR REVIEW

With the assistance of a \$15,000 grant from the George I. Alden Trust, the Museum has been able to spend the past 18 months preparing our exhibit space and organizing our collections for our first working exhibits.

This labor, which took both brawn and ingenuity, was overseen by Alex Chanler, former Acting Director of the Museum of Transportation, who came onto our staff for this purpose. He was aided by volunteers and by "work-study" students from Brandeis. Chanler had three important collections to work with, and the arrival of a fourth to anticipate.

The first of these collections was the pride of W. H. Nichols, an important Waltham industrialist in the first half of this century. His assemblage of watchmaking tools and steam power equipment was donated by his grandson, William Nichols, the Museum's founding Treasurer, and by the W. H. Nichols Company.

The second collection, also strong in watchmaking equipment and steam power, is that of the late Charles Atwood, whose family established the Atwood-McManus Box Company, of Chelsea. Atwood was especially interested in marine and automotive steam power, and his collection includes a number of small power boat engines and Stanley steamer engines. (See article on "In-Kind Services.") His collection was donated to the Museum in his memory by his wife, Mrs. Helen Atwood of Winchester, Massachusetts.

The third collection comes from the Peterson School of Steam Engineering. It is the school's former teaching collection of reciprocating steam power equipment. The Massachusetts State Steam Engineer's license exam no longer asks questions about reciprocating steam engines, since very few are still in service, and the school needed space for newer technologies. Still, Alfred Kuehn, President of the Peterson School, wanted to find a home for the engines in an educational setting near enough to the South Boston site of the school that students could make use of it, should need arise. The Museum was just the place, and both of our institutions will benefit from the gift.

A fourth collection, which we have not yet had the resources to move to the Museum, is the William Hughes Collection, the equipment and shop effects of the Waltham Dial Gage Company which he founded. This collection has been donated by Wilfred and Jean Hughes Woodhead, who continued to run the business after her father's death.

The Waltham Dial Gage Company, is a good example of the small "spin-off" operations that grew up around the Watch Factory. The Hughes Collection will enable us to tell the story of technological proliferation and the role of small manufacturers operating in the shadow of giants.

To organize these collections, we designated three areas of the Museum's Boiler House as the sites of our first major exhibits: the POWER HOUSE, the MACHINE SHOP, and the WATCH FACTORY. We set up mammoth cherry-framed plate glass cases inherited from Harvard's Peabody Ethnographic Museum, and we grouped appropriate materials from each collection in these cases and the surrounding exhibit areas.

These materials remain on temporary display, as the stored artifacts from which we will fashion our working exhibits. Until these exhibits are up and running, we are open Thursday afternoons and otherwise by appointment to people who are especially interested in our work. During this period, there will be no charge for admission.

"Waltham Rediscovered"

Waltham
Rediscovered

Created by The People of Waltham, MA
in collaboration with Brandeis University



The Museum has become the headquarters of the "Waltham Rediscovered" Project, which collaborates with Brandeis University to preserve the heritage of this industrial city and to publish a book on its peoples and neighborhoods. Write or call for a copy of this brochure describing the Project in detail.

INDUSTRIAL ARCHAEOLOGY CURRICULUM

During two recent summers the Museum collaborated with the Society for Industrial Archeology (SIA) to conduct workshops for elementary and secondary school teachers, under the terms of a grant from the National Endowment for the Humanities. The goal of this project was the creation of a curriculum which could be disseminated nationwide to help teachers make students more aware of the ways they can learn about the complex social and technological history of manufacturing in the United States.

The SIA team has completed a draft of that curriculum, and it is ready for "piloting" in the classroom. The Museum has received a Technical Assistance grant from the Massachusetts Council on the Arts and Humanities to engage Gene Thompson as a consultant in this project. Gene coordinated the second summer industrial archaeology workshop, and will now coordinate a trial run of the curriculum in schools in our region.

We plan to offer additional summer workshops for teachers starting next year, as a regular feature of our education outreach program.

IN-KIND SERVICES

Almost every Thursday for the past 6 months, Walter Bush and Bud Hansen have arrived at the Museum office in time for a mid-morning cup of coffee before they get back to work on "their" engine.



Raytheon/Don Berman

The machine they have devoted themselves to is a double-expansion Fitzhenry marine steam engine, made in Boston in 1900. It powered a yacht on Lake Winnepesaukee, the "Iona II," which sank in 1933. Salvaged and partially restored, the engine came to the Museum with the Charles Atwood Collection (see "Collections Organized" article).

Walter and Bud are finishing the job--dismantelling, scraping, filling, painting, polishing--five hours a week each for 2 men for 26 weeks. At the rate of \$35/hr. (what we'd have to pay in a commercial shop), their labor would already have cost us \$9100, and they aren't done yet.

When Walter and Bud run into a job they can't do themselves they hustle other in-kind services from people who can. Welding and sheet metal work on the Fitzhenry engine they have taken to Artisan Industries, Inc., in Waltham. To get castings for replacement parts, they made the acquaintance of Frances Gage who runs the machine shop at Somerville Trades High School. Her students get a lesson in casting magnesium bronze, and the Museum gets another piece of historic equipment that much closer to running again.

Design and Production: Christine Harris
Printing: Raytheon

MAJOR FUNDING

The Raytheon Corporation has made a grant of \$40,000 to the Museum as "interim" funding toward the cost of our immediate operating expenses. During this period, we are completing the renovation and exhibit development work which will enable us to open fully this coming year.

With the sponsorship of Senator Carol Amick and the support of Representatives Peter Trombly and Joseph DeNucci and Waltham Mayor Arthur Clark, the State has appropriated \$75,000 for capital improvements in the Museum's physical plant. The work made possible by this appropriation will be done this fall and winter and will enable the Museum to open on a regular basis to the general public in May of 1985. The improvements will be of two kinds:

(1) We will build the initial portion of our planned aerial galleries. When completed these galleries will nearly double the exhibit area, and will provide a support structure for the mechanical power transmission system to drive our operating exhibits.

(2) These funds will also enable us to complete improvements which will make it more convenient for the public to gain access to our facility. We will pave and light our access road, and finish the interior walkway through to the Boiler House exhibit hall.

Senator Amick hopes that the State appropriation, channelling funds through the Department of Environmental Management (DEM), may serve as a model for a new program of public/private partnership in support of cultural institutions that further the aims of the State Heritage Park system which the DEM administers.

As an indication of the kinds of possible public/private partnership, the Honeywell Corporation Information Systems Division will collaborate with the DEM in Museum improvements. Honeywell's physical plant engineers have reviewed our plans for an interior walkway to the Boiler House exhibit hall, and they are arranging for this walkway to be constructed. The estimated value of this work is in excess of \$6000.

EXPENSIVE MUG



Raytheon/Don Bernstein

Courtesy of the Rudolph Beaver Company, we offer for sale the only genuine ceramic mug sporting an engraved view of the Boston Manufacturing Company in its early years. Priced to compete with Spode and Limoges, this is probably the most expensive mug you are likely to purchase. For fundraising, we offer these mugs at one hundred dollars apiece. Step right up.

The Charles River Museum of Industry

Newsletter Fall 1985

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Henry Ford Museum/Greenfield Village

AUTO REPOSSESSED

For 50 years or so, the Henry Ford Museum in Dearborn, Michigan, stored a 1907 Orient "Runabout," a 2-seat "buckboard" powered by a V-2 rear-mounted aircooled engine. The car was built by the Waltham Manufacturing Co., the forerunner of the Metz Automobile Co.

When we learned of the car this past spring, the Ford Museum was just about to put it up for auction, but they said we could buy it before the auction at a "fair market" figure. We announced this opportunity at our Annual Meeting, and we were delighted to have Richard Gordon, President of Gordon's Liquor in Waltham, speak up. He has purchased the car, under an agreement with the Ford Museum that

it will remain on permanent loan to our Museum. He has placed the Orient here in memory of his father, Ira B. Gordon, the Waltham businessman who was largely responsible for the rehabilitation of the historic mills where the Museum is located.

The Museum's next major restoration project will be to get the Orient running again. Daniel Holbrook, a Brandeis student, is completing a Senior Thesis on the history of the Orient and Metz automobiles. Dan is also a skilled auto mechanic and will be getting the car back in condition, with the consultation of Will Twombly and Alex Chanler, professionals in antique automobile restoration.

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Mike Olson

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