MILLWORK

June/July, 2006 Vol. 19 - No. 2

What's News?

Hanford Mills Museum always has several projects in the works. This past winter the 1926 Fitz waterwheel was sandblasted, primed and repainted with the support of the Architecture, Planning and Design Program of the New York State Council on the Arts, the Tianaderrah Foundation, the O'Connor Foundation, and the Society for the Preservation of Old Mills. This spring the Museum has used support from the O'Connor Foundation to scrape, prime and repaint the Hanford House.

Since late 2004, grants from the Robinson-Broadhurst Foundation, the Community Foundation of South Central New York, and the Environmental Protection Fund have supported the stabilization of the grain elevator and feed mill, which will culminate this summer with a new roof. An exhibit development grant allowed The Exhibition Alliance to develop an interactive exhibit to replace the feed mill's 16+ year old orientation exhibit. The new exhibit, which will be installed in late 2006, has been partially funded by grants from the Museum Program of the New York State Council on the Arts, and the O'Connor Foundation.

This spring Senator John Bonacic facilitated a state-funded grant for the Museum, and the O'Connor Foundation matched it. These grants will be used to turn much of the building that houses the East Meredith Post Office into the Museum's administrative offices. The Museum's archives will be moved into the space above the Post Office. The move will consolidate our year-round operations into one building and conserve energy.

This summer the Museum will also begin the fabrication of a working replica of the steam engine that ran the mill (see the article on page 2). The O'Connor Foundation supported the development of the technical drawings and specifications, and O'Connor and the Robinson-Broadhurst Foundation have awarded the Museum grants to begin the first phase of the engine. Fundraising for future phases is ongoing.

The generous support of many of our funders allows these and dozens of other projects to happen each year. Donations to these projects, to the Mill's ongoing operations, and to the Museum's endowment fund are always welcome.

The Feed Mill

Liz Callahan
Exeutive Director

Summer Interns

This summer Hanford Mills Museum welcomes two summer interns. Our graduate intern, Sarah Benway comes to us from the Cooperstown History Museum Studies Program. Our undergraduate intern, Lindsay Bishop, is studying art in Boston, MA.

Sarah will be focusing her internship on museum education. Besides helping with school programs, our summer daycamp, and our special events, she will be taking a look at the information we send schools for pre- and post-visit education activities. These haven't changed in 20 years, so Sarah should have some fun updating them.

With Lindsay's interest in art, we are hoping to tap her for an interesting workshop program. She will also be working with Liz in marketing and advertising, as well as helping with day-to-day activities like Sarah.

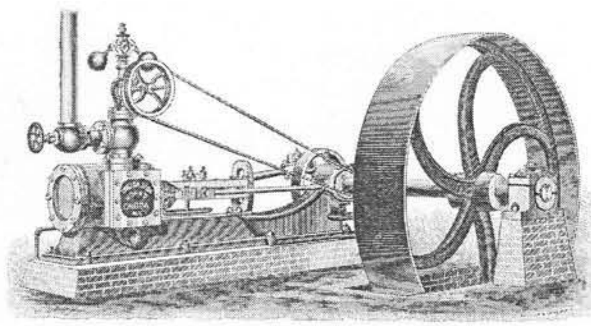
If you happen to see Sarah or Lindsay, welcome them to the Museum!

In This Issue:

Mill Restoration Update

by Robert Grassi

For many years we have been searching with no success for an appropriate horizontal steam engine to install in the engine room. This is the last thing we need to complete our steam restoration. Last year we made the decision to have a copy of the original engine designed. Our goal is to recreate the Hanfords' original 1895 Oneida 40 horse power, side crank, steam engine as closely as possible. We chose Strassburg Railroad Company to design and oversee the fabrication of the engine. They designed and made our cast iron boiler front several years ago, so we know they can handle this job. The finished product will be a historically accurate, fully functional, engine to power the mill.



This illustration of an Oneida steam engine comes from the catalog provided by the Henry Ford Museum in Dearborn, MI. Compare it to the modern drawing on Page 4.

The engine pier has an outline of the original engine base, so we made an accurate template of the existing piers. This template was also marked with the position of all anchor bolts, the spacing between the engine and outer bearing pier, and the location of the flywheel cutout in the floor. We also provided Stassburg Railway with documentary evidence from Henry Ford Museum who had a copy of a period Oneida Engine catalog with two excellent views (etchings) of our engine including all the relevant specs (bore and stroke, size of flywheel, rpm).

In preparation for the new engine we needed to begin restoration of the engine room proper. The first order of business was to restore the outside doorway to its original configuration. Consulting period photographs, and the physical evidence, we determined that the present door, more than twice the size of the original, was opened up by the Museum many years ago. The wall had settled considerably and needed jacking. Studs were replaced. Exterior sheathing and the outside tongue and groove siding was recreated on the mill's Hermance molder and replaced as needed. A new door and jam were fabricated to match an existing period door on the mill side of the engine room.

Next we needed to replace the flooring. The original floor was Douglas fir, a pacific northwestern species, not presently available in the northeast. So we purchased, like the Hanford's in 1895, similar tongue and groove fir flooring. After carefully documenting placement of the holes and cutouts in the original flooring, we removed the entire floor. This exposed the framing and like the flooring, about 70% of the floor joists were in poor shape from dry rot and nearly half needed to be replaced. Once this was complete, sections of the interior bead board walls (that were long ago removed, again by the museum) could be replaced. We are waiting for the installation of the new engine before we replace the bead board ceiling. This will complete the engine room restoration.

We discovered several interesting artifacts during the restoration. Many years ago, some unlucky person lost an 1890 nickel. We found it between the stone engine pier and floor, covered in grease. Also several used manway gaskets from the original boiler were found, lost long ago between the studs in one of the walls.

When the engine room restoration was completed, we also took the time to reinstall the DC dynamo and lighting system in the mill. We removed the dynamo several years ago in preparation for the restoration of the engine room. With the dynamo out of service, we took time to restore lighting fix-

Con't. on page 4

Up-Coming Special Events

Independence Day Celebration - Tues., July 4
See ad at left Don't miss the Children's Fishing Derby moved to this event! ➔ ➔ ➔ ➔ ➔ ➔ ➔

Summer Apprentice Workshop - July 17-20
A summer history day camp for children ages 8 to 13. 9:00-3:00 daily. $85 per child, or $70 per child for members. Pre-registration required. **Call to apply.**

Antique Engine Jamboree - Sept. 9-10
Don't miss this chance to see old time engines of all shapes, sizes, and power at work, and to celebrate antique gas and steam power at the Museum.

Miller's Harvest Festival - Sunday, October 8
Celebrate ingenuity and industriousness, and explore the skill of craftspeople and farmers at work. Guilded nature walk, hands-on activities, steam power demonstrations, plus agricultural machinery.

Closing Day - Sunday, October 15

NOTE: Although we are closed on most Mondays, we will be open on the Mondays of holiday weekends, including: July 3rd, September 4th, and October 9th.

Upcoming Workshops

Blacksmithing: Basics
[BSB-2]-July 29-30 - 9 am to 5 pm each day
ALSO: [BSB-3] August 19-20
Fee: $90 non-members, $81 museum members, materials & lunch included.

Wood Carving [WC-1]-August 5-6 - 9 am to 5 pm
Fee: $75 non-members, $67 museum members, wood & lunch included.

Carpentry: Framing a Shed [CFS-1]-August 12-13 - 9 am to 5 pm
Fee: $85 non-members, $77 museum members, lunch included.

Quilting: Applique [QA-1]-September 23 - 10am to 3 pm
Fee: $35 non-members, $31 museum members, lunch included.

Summer Apprentice Workshop
Mon., July 17 to Thurs., July 20
Daycamp for children between the ages of 8 and 13. **Call to register.**
Fee: $85 non-members, $70 museum members.

More Workshops:
Boiler & Steam Engine Operation ~ Sept. 30 to Oct. 1 & Tatting ~ October 14 ~ For more information visit www.hanfordmills.org.

Send in the form at right and the registration fee to reserve a space today.

Return registration & fee to:
Hanford Mills Museum, P.O. Box 99, East Meredith, NY 13757
For more information:
Call 1-800-295-4992 or E-Mail hanford2@hanfordmills.org

2006 Workshop Registrations

Name ____________________

Address ____________________

City ____________ State ____ Zip ______

Phone ____________________

E-Mail ____________________

Workshop Number	Fee
______	______
______	______

*Don't forget your member's discount!

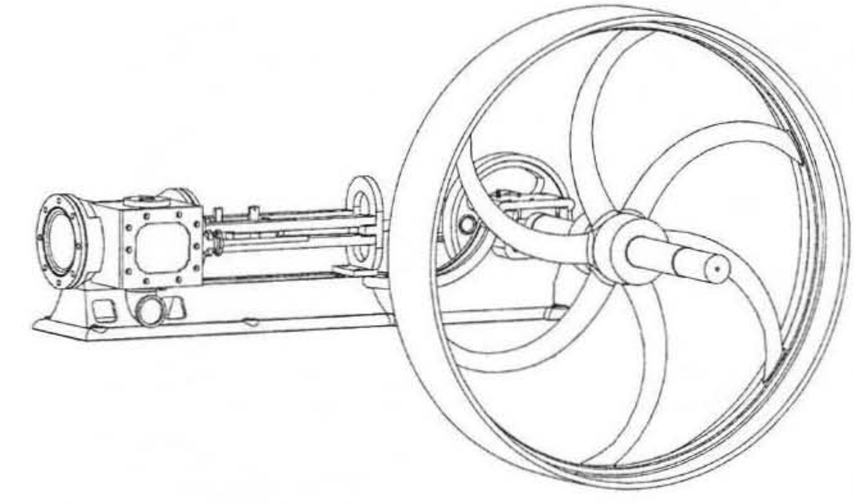
TOTAL FEE* ______

Mill - Con't. from page 2

tures and wiring to the bandsaw room, the box room, gristmill, and the sawmill. The Fairbanks vertical gasoline engine was completely restored to top running condition by volunteer Bob Naske. The engine was purchased to operate the dynamo in 1910 and has remained in its original location since that time. The engine and reinstalled dynamo were operated for the first time during the 2005 Miller's Harvest Event. They both performed admirably.

This spring we restored the buzzer system in the mill. This system of communication was installed by the Hanford's to communicate between the sawmill, gristmill, and the engine/boiler rooms. Communication was necessary when using steam engines to allow the sawyer and the miller to tell the engineer when to stop, idle, or power up the engine. Next, the sawyer's lever control will be restored to its original location in preparation for the new Oneida engine. This control enabled the sawyer to directly bypass the steam engine's governor when sawing. This is necessary when sawing through tough timber on the sawmill.

We invite you to visit the newly restored engine room, and as always we welcome your comments on past and ongoing restoration of the mill.



This is one of the technical drawings Strasburg Railroad created for the fabrication of the Oneida engine. You will notice the governor on the left is missing. The Museum will be using an existing governor, so a new one will not have to be made.

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Hanford Mills Museum

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