



THE

CHRONICLE

QUARTERLY

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Weston Historical Society

THE EDITOR'S EDGE

ONLY THE BEGINNING

This fall we are celebrating the 25th year of the Weston Historical Society. From an idea in the minds of a few to an organization having a wonderful museum and home has been a sometimes rocky road. A lot has been done by many dedicated individuals to bring some of Weston's history to present (and future) residents of Weston. Projects underway include getting ready for Weston's bicentennial year (1987), and renovating the old post office. Other projects are still ideas in the minds of some of our trustees. Watch us—This is only the beginning!!!

Herb Day—Editor

Weston Historical Society Board of Trustees

- Lou Bregy, President
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OUR TWENTY-FIFTH YEAR!!!

Your Society is 25 years old this year. We've come a long way, baby!! In the fall of 1961, Hamilton Basso, Willis Banks, Ed Phelps and a few other residents met to formulate plans to organize a Historical Society. They started to collect a number of historical items from local residents, including farm implements and woodworking tools. Even though the first formal open meeting was held in January, 1962, the beginnings of the Society was in 1961, and it is this date that we celebrate from.

The first board of trustees included nine people:

- | | |
|----------------|---------------------|
| Willis Banks | Mrs. C. Broch |
| Hamilton Basso | Mrs. Olive Phillips |
| Ed Phelps | Paul Conegelo |
| J.O. Young | Mrs. Susie Green |
| Mrs. D. Forbes | |

They were elected at the first meeting in January 1962.

The trustees immediately set out to find a building to be used as a museum. The most promising option was to use the old post office, moving it from its location at the corner of Newtown turnpike and Georgetown Rd. up next to the onion barn and use both buildings. They were not able to raise enough money to move the post office, so they continued their search. Shortly thereafter, Mr. and Mrs. James Coley offered the use of their empty barn on Weston road. The Society accepted and began transforming the barn into a farm museum that the Society and Weston can be proud of. It would be impossible to list all the people who have devoted long hours and talents toward making your Society and the museum as great as it is today, however, a few people stand out for the untiring efforts: Ed Phelps, Willis Banks, Scott Hill, Betty Hill, Bob Harper Sr., Lu Harper, Edna Lutz, Geoff Bardsley, Mac Ferrell, and many others.

(continued on pg. 5)

LU AND BOB HARPER—THE SOCIETY COULD NOT HAVE DONE IT WITHOUT YOU!!

DEAR LU AND BOB,

WE APOLOGIZE FOR NOT HAVING A "HARPER DAY" FOR YOU BOTH FOR ALL YOU HAVE DONE FOR THE SOCIETY. WE HOPE THE ACKNOWLEDGEMENT PRESENTED TO YOU WILL HELP YOU REMEMBER YOUR FRIENDS IN THE WESTON HISTORICAL SOCIETY.

YOUR INTEREST IN ANTIQUES AND WESTON ARTIFACTS GAVE YOU THE RIGHT PERCEPTION TO CONSTRUCT A MUSEUM OUT OF A GRACEFUL OLD RED BARN. YOUR WORK IN ACTUALLY GETTING THIS DONE HAS GIVEN THE SOCIETY A HOME BASE TO BE PROUD OF. WE WILL BUILD ON YOUR ACCOMPLISHMENTS TO ENLARGE THE BARN MUSEUM INTO THE COLEY HOMESTEAD MUSEUM WHILE TRYING TO KEEP THE "HANDS ON," INFORMAL APPROACH THAT YOU SET UP AND WHICH OUR VISITORS ADMIRE.

GOD BLESS

PICTURE QUIZ

CAN YOU NAME THIS?



If you can name the item in the picture, send your answer and your name to;

the Editor

The Chronicle Quarterly

P.O. Box 1092, Weston, CT 06883

Last issue's quiz showed one of first ballot boxes used in Weston. This was donated by Mrs. Gertrude Walker, our Town Clerk for many, many years.

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WESTON HISTORICAL SOCIETY
P.O. BOX 1092
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CURRENT EVENTS

VISIT BY THE NATIONAL TRUST FOR HISTORICAL PRESERVATION

At the request of the Trustees a representative of the National Trust visited the Coley Homestead and the post office. We asked Michael Berry, Curator for the National Trust to give us some guide lines in developing the Coley house as a museum. While he did not give us specific recommendations on how to decorate the house, he did give us a number of suggestions on developing the house to show it in its best years, which was probably around the 1880's. We expect to start on the redecorating this fall after we have adequately researched the paint and wallpaper used in the house over the past 145 years.

ANNUAL MEETING

The Annual Meeting of your Society will be held on November sixth, at the Norfield Church, starting at 7:30 with refreshments. Trustees will be nominated and elected for the next year. A review of the accomplishments over the past year will be given by the president, Lou Bregy. We will have a speaker talking on antiques and their value. If you have any you would like to have evaluated, bring them with you. We hope you plan to attend.

POST OFFICE UPDATE

The post office and general store has finally been laid to rest on its new foundation. And it now has a new roof on to keep out the weather. The post office committee has started to clean up the inside with their goal to have the first floor ready for visitors by next spring.

THE OLD CISTERN

Several months ago, we discovered that what we thought was an old abandoned well (from the looks of a large stone cover) was actually an old cistern. It is located near the barn and is at the end of the present herb garden. The garden is where the old horse barn was before it burned down. The rainfall drained off the roof of the horse barn and probably the main barn into the cistern. The water was used primarily for the livestock on the farm.



The cistern is about 8 ft. deep, 5 ft. wide, and 6 ft. long. It is made of stone and mortar with very large stones on the top. There is no water in it at present. The picture shows the opening. A large stone covers the opening.

FIFTY YEARS AGO (or more)

From the Ct. Patriot, July 25, 1827

LIST OF LETTERS

Remaining at the POST OFFICE at WESTON

June 30, 1827

Adams, Eliza	Nicols, Peter
Bradley, Mrs. B	Read, Rachel
Burr, Moses	Seeley, Emily
Batterson, Stephen	Seeley, Joseph
Banks, Derias	Straton, C. Robert
Davis, Ebenezer	Slater, Zebalon
Freeman, Rev. Nath'l	Slater, W.Z.
Finch, George	Staples, H. Moses
Gray, L.	Seeley, Burr
Hubbell, Jerry	Sherwood, Oremil
Intire, McHenry	Turney, Eliza
Judd, William, two letters	Thompson, Justus
Caine, W. John	Thorp, B. David
Lyon, Zalman	Wakeman, William
Northrop, Julius	

Jesse Wakeman, Postmaster

From the Ct. Courier, Oct. 1, 1823

Alexander Hamilton, quoted

"The substitution of foreign for domestic manufactures is a transfer to foreign nations of the advantages accruing from the employment of machinery in the modes in which it is capable of being employed with most utility, and the greatest extent. The maxim, so fraught with most important lessons to this country, our statesmen utterly disregard, and hence arises the general depression that pervades the nation in a greater or less degree."

(this was contained in an editorial on the discrepancies between the importation of foreign goods vs US manufactures. The statement was made about 1793.)

NEXT ISSUE

GETTING READY FOR WESTON'S
BIRTHDAY—1987

POST OFFICE UPDATE

COLEY HOUSE RENOVATION
NEWS

NEW TRUSTEES AND THE
ANNUAL MEETING

FIFTY YEARS AGO

OUR TWENTY-FIFTH YEAR!!! (Cont. from page 1)

Since Mrs. Coley died and the Society willed the house and barn, we have formulated plans to open the house in 1987 as a period museum of the late 1880's. We will have regular museum hours for much of the year.

Part of the transformation of the society can be seen in the stationery used over the 25 year period:



Weston Historical Society WESTON • CONNECTICUT



Weston Historical Society WESTON • CONNECTICUT

Weston Historical
Society

Weston, Connecticut



Weston Historical Society • P.O. Box 1092 • Weston, Connecticut 06880



Weston Historical Society

Founded in 1961

P.O. Box 1092, Weston, Connecticut 06883

WHAT'S NEW IN THE MUSEUM

The latest item in the museum is the gasoline engine, given to the society by Ted Lockwood. This was used by the Lockwood family to saw logs at the Charles Lockwood homestead on Georgetown Rd. A story on this appears elsewhere, however, we present the particulars on the engine for those interested. The plate on the engine says:

Associated Manufacturers Co.

Waterloo, Iowa USA

12 Mule Team

Chore Boy Line

No. 900936

12 HP

Patents

July 2, 1909

Jan. 3, 1911

Dec. 1, 1914

This company made engines of 3, 4, 6, 8, 12, 18 horsepower. Each had a name. The names used and registered are Mule Team, Hired Hand, Hired Man, Chore Boy, Buggy Boy, and Johnny Boy.

WESTON'S HISTORICAL NOTEBOOK

CHARLES LOCKWOOD'S SAWMILL

We had planned to write a short story on the gas engine recently received from Ted Lockwood and how it had been used by Charles Lockwood to saw logs into lumber and timbers for Weston's houses and for railroad ties. Ted advised us that he would write giving us some information on the

engine. Well, he did write us and the letter provides so much information on Charles Lockwood and his times, including the sawmill, that we decided to print his whole letter. Thank you, Ted, for so much interesting information.

RUNNING ON ONE LUNG, ABOUT 1915

Charles and Mary (Andrews) Lockwood lived in the federal style house located diagonally opposite the Andrews family old homestead on Bull Punk Hill Road. It is believed Mary's grandparents (John and Molly (Gray) Andrews) built the house as a present for Mary's parents (James and Minerva (Buckley) Andrews) when they were first married.

The family has always been very proud of this beautiful home. The house is situated on a level area behind a fine iron fence. The fence is supported by large square stones, probably quarried from the family property in Devil's Den. Charles tooled the corners of each stone to uniform square edges, giving the entire fence a very strong but elegant appearance.

Charles and Mary's oldest son, Leroy, once married, moved into the old Andrews house after the grandparents had died; and Irving, the middle son, with his wife, lived down the road at the next house with Mrs. Perry. Their youngest son, Willis, was home with them, not being married.

The out-buildings surrounding Charles and Mary's house

were built to the growing needs of the family. Two large wings had been added to the east side of the square hay barn. The wing in the back, off the north edge was a long narrow structure with a stable at the ground level and straw stored in the loft above. The front wing, called the carriage shed, created a third side of a courtyard created by these three buildings. Charles had built the carriage shed himself, and Irving had always been proud of the truss rafter system his father had used in the construction. The special rafters eliminated the center posts usually needed to support a wide building. This gave Charles a large open area to operate his equipment and also to store his woodsled and buggies. On the side of this shed that is attached to the main hay barn there were three box stalls for cows. The stanchions were spaced several feet from this connecting wall in which to provide a place to throw the hay directly from the hay barn when feeding the animals.

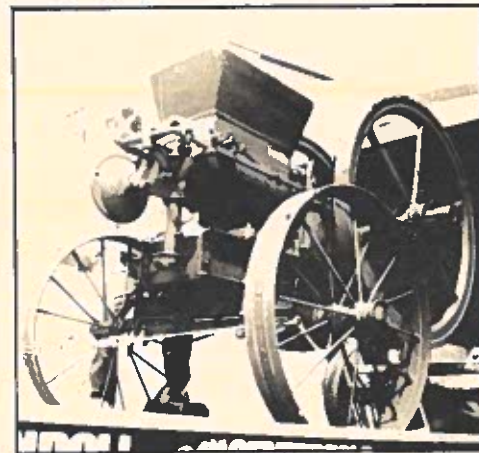
The barn complex also had the luxury of an interior well that had been hand dug in one of the room's corners. The



CHARLES LOCKWOOD HOUSE



THE ONE-LUNG, 12 hp. ENGINE USED
CHARLES LOCKWOOD FAMILY



LOCKWOOD SAWMILL BUILDING
ENGINE WAS SET ON THE EXTREME
LEFT BEHIND THE STONE WALL

well saved lots of time, besides being so much easier to use in the winter.

It was outside this carriage shed that Charles set up his new gas engine. In the days before small electric motors, shop equipment was powered by belts and pulleys from one large engine. Not always were gas engines used, Leroy operated his saw mill by steam. Instead of having four, six, or eight cylinders as in the modern gas engines of today, Charles' then new engine was powered by just one piston and cylinder. This arrangement gave this type of engine the nickname "One-lunger." The enormous flywheels that dominate the appearance of the engine, allow the engine to operate smoothly with just the one piston providing the power. In fact, these flywheels are so heavy, once the engine is able to turn these wheels to the desired speed, the governor, an attachment on the engine which controls the speed, stops the engine from firing until power is again needed to keep the wheels turning to the selected speed. Since the flywheels are constantly moving, the equipment the engine is powering runs without interruption during these on and off cycles.

The engine is mounted on four wheels, just like a wagon. Although not self propelled, the engine could be moved by teams of oxen or work horses to different locations. It is quite possible that Charles and his sons operated their portable saw mill in the woodlots behind the farm or in the woodlots they owned in Devil's Den with the "one-lunger" engine.

To provide the power to the equipment a large belt is run from the rimless pulley located on the outside of one of the flywheels to a pulley on the tool. In Charles' carriage shed, there were several tools used with this engine, including a thickness planer and an oversized cast iron tablesaw. Instead of having to move the belt from one tool to the next, the large belt from the gas engine was run to an intermediate pulley called a jack-shaft. From this shaft individual pulleys and belts were run to any number of tools in the shed.

Once the harvested trees had been cut into rough lumber, Charles and his sons produced at the saw mills and in this carriage shed several marketable items. Railroad ties were

cut from chestnut and oak and sold to the New Haven Train Line, lumber was cut to order for the use in new buildings, tapered stakes of several sizes and shapes were cut for surveyors, and heavy oak planks were cut with angled ends to be bolted together to make stoneboats. These boats, a sled-like affair, were dragged behind draft horses or later tractors and large rocks could be rolled onto them and transported to stone walls at the edge of the field or elsewhere.

Using a gang saw, which is a saw made up of several circular blades uniformly spaced apart, the Lockwoods also cut thin lath boards several at a time. Some of this lath was nailed to the inside walls and ceiling of the carriage shed. At one time they must have planned to plaster the inside walls of this shed, perhaps to keep out the winter drafts. Most of the lath was sold for building construction, but some was used by Leroy to build lobster traps, the lath being nailed to a frame made of one by one inch boards.

The engine was located outside and to the south of the shed. If you were entering the drive to the house, the engine would have been to your right and about twenty feet in from the wall. Charles had a peaked roof over the engine to protect it from the weather. There was even a small peaked roof that ran the almost thirty feet between the engine and the shed to keep the more than six inch wide belt dry.

More than seventy years have passed since my great, great grandfather first began using the "one-lunger." In the mid 1950's the square hay barn and the wing on the north side burnt down from a fire started by a lightning strike. The tin roof that probably saved the carriage shed from burning no longer has a fresh coat of red paint. I only vaguely remember my father starting the engine for the last time on July 4, 1959, but from all the stories I have heard I can clearly see and hear the engine powering my forefather's tools. Perhaps the flywheels will continue to spin these stories now that the engine is staying in Weston under the protective custody of the Weston Historical Society.

12 August 1986

THE

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