



# BARRE LIFE

WINTER 1982 *Published by*  
The Barre Granite Association, Barre, Vermont



## About the cover

The life line of the Barre granite industry to the rest of the world is rail and truck transportation. Day in and day out thousands of miles are logged in the transportation of Barre granite — rough stock and finished memorials. We salute this vital link between quarrier, manufacturer, retail dealer and consumer.



# BARRE LIFE

WINTER 1982

BARRE LIFE is published quarterly at no charge by the Barre Granite Association, Box 481, Barre, VT 05641. Tel. 802-476-4131.

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# The Quality Is There Before the Name Goes On

The advertising and marketing professionals are all telling us that the American public is fed up with poor quality merchandise. For me, there is a lesson for the monument industry.

We often hear people say that they are disappointed with the quality of some article they have recently purchased - clothing, an automobile, an appliance or an accessory.

Your friends in the Barre granite industry are blessed with the finest monumental gray granite available in quantity from any source. The high quality that people are seeking is an integral part of Barre granite itself. In other words, the quality is already there "before the name goes on."

And, it is common knowledge throughout the memorial industry that the Barre craftsmanship has no equal. Our sandblast carving, hand carving, polishing, stone cutting - and monument designs - are recognized to be the best.

Perhaps "Barre Quality" is the major reason why our business has been so good during 1981. The year 1982 promises to be even better. The public wants quality. Barre intends to provide it to them.

Come join us!

*Editorial by Milton V. Lyndes  
Executive Vice President, BGA*

### NOTE TO READERS:

Photo credits are to a photographer what a byline is to a writer. The Editor of this publication is identified, so it is only fitting that the photographers whose pictures appear in Barre Life should also be given their credit. The dramatic color photographs on the covers of the last two issues were made by Hanson Carroll of Norwich, Vt. He and Tom Fitzpatrick of Barre produced the rest of the photos in those publications. We are justly proud of the photographs in Barre Life. Both Hanson and Tom have done an outstanding job.

### PHOTO CREDITS:

Cover, Washington County Railroad and Trucking photos by Hanson Carroll. Member News and Fish Restocking photos by Tom Fitzpatrick.

# News about BGA members

## BGA Welcomes Industry Leaders to Barre

Recently the Monument Builders of North America visited the three granite producing areas to give a report to its members. Shown here from left to right are: Milton V. Lyndes, Executive Vice President of the BGA, Joe Fendley, President of the Elberton Granite Finishing

Company and also President of the Manufactures and Quarriers Division of MBNA, George Karnedy, Director of Sales and Marketing at the Rock of Ages Corporation and Vice President of the Manufactures and Quarriers Division of MBNA; and John Dianis, Executive Vice President of the Monument Builders of North America.

A large turn out of MBNA members in the Barre, Vermont area received a report from the MBNA representatives on the projects and programs of MBNA.



**Gordon Lambert (right) Director of Sales and Marketing for HOULE-GUIDICI GRANITE COMPANY discusses placement of finished memorials with crane operator Bernard Henry in the firm's new 33-hundred square foot storage area. That new equipment in the picture will soon be another overhead crane to handle the additional work load.**

## News about BGA members *(continued)*

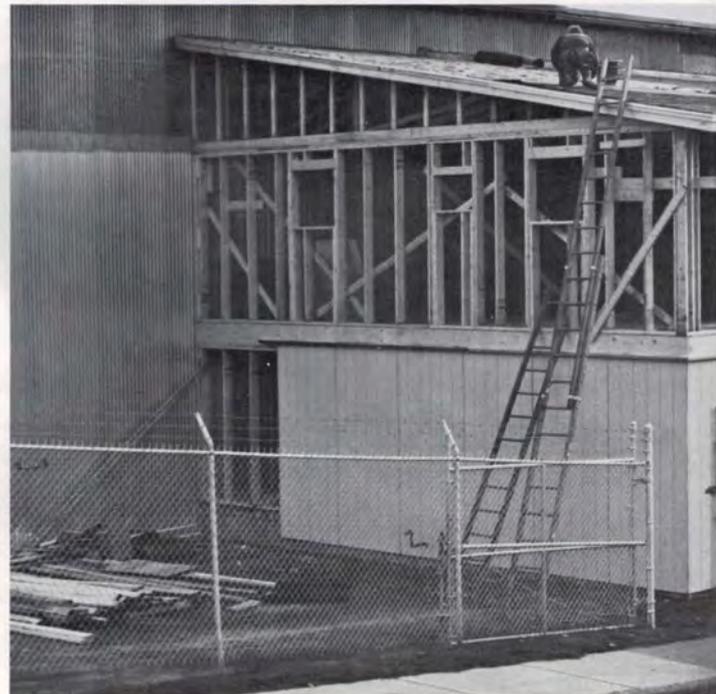
More than 40 representatives of members of the Barre Granite Association attended a two-part, day-long session on credit and collection sponsored by the American Monument Association.

**PENNIE SABEL**, Executive Vice-President of the AMA is shown leading the seminar with the assistance of Gary McMasters.



This memorial was sculpted by Michael Sheean of West Topsham, Vt., and manufactured at the **DESILETS GRANITE COMPANY** in Montpelier for the Venetian Monument Company in Chicago, Ill. The base measures 6 x 1-6 x 1-8, while the die is 4-2 x 10 x 5-6.

**NEW CONSTRUCTION AT BECK & BE** is now providing the firm with one thousand square feet of additional office, data processing and reception space. The new addition, according to Bob Zider, "will allow us to function in a more efficient manner." (below)





**BILODEAU-BARRE** has produced a beautiful Barre Guild Certified memorial in dark Barre granite for Silbaugh Memorial Vault Company of Shrewsbury, PA. The die is five feet long. The photograph was furnished by Joseph W. Silbaugh, Jr., partner in this active retail firm.



University Monument Works of Cambridge, Massachusetts will be more easily noticed now because of their new business sign manufactured in Barre granite by the **ADAMS GRANITE COMPANY** of Barre. Company President, Elgio Zorzi gives final inspection to the sign. Many such business signs are produced by member firms of the Barre Granite Association. (left photo)

These granite markers, manufactured by **BUTTURA & SONS** will soon find themselves in Presidential Grove, established in 1882 as a part of Eden Park in Cincinnati, Ohio. Every President of the United States has a tree in the park planted in his honor. (below)



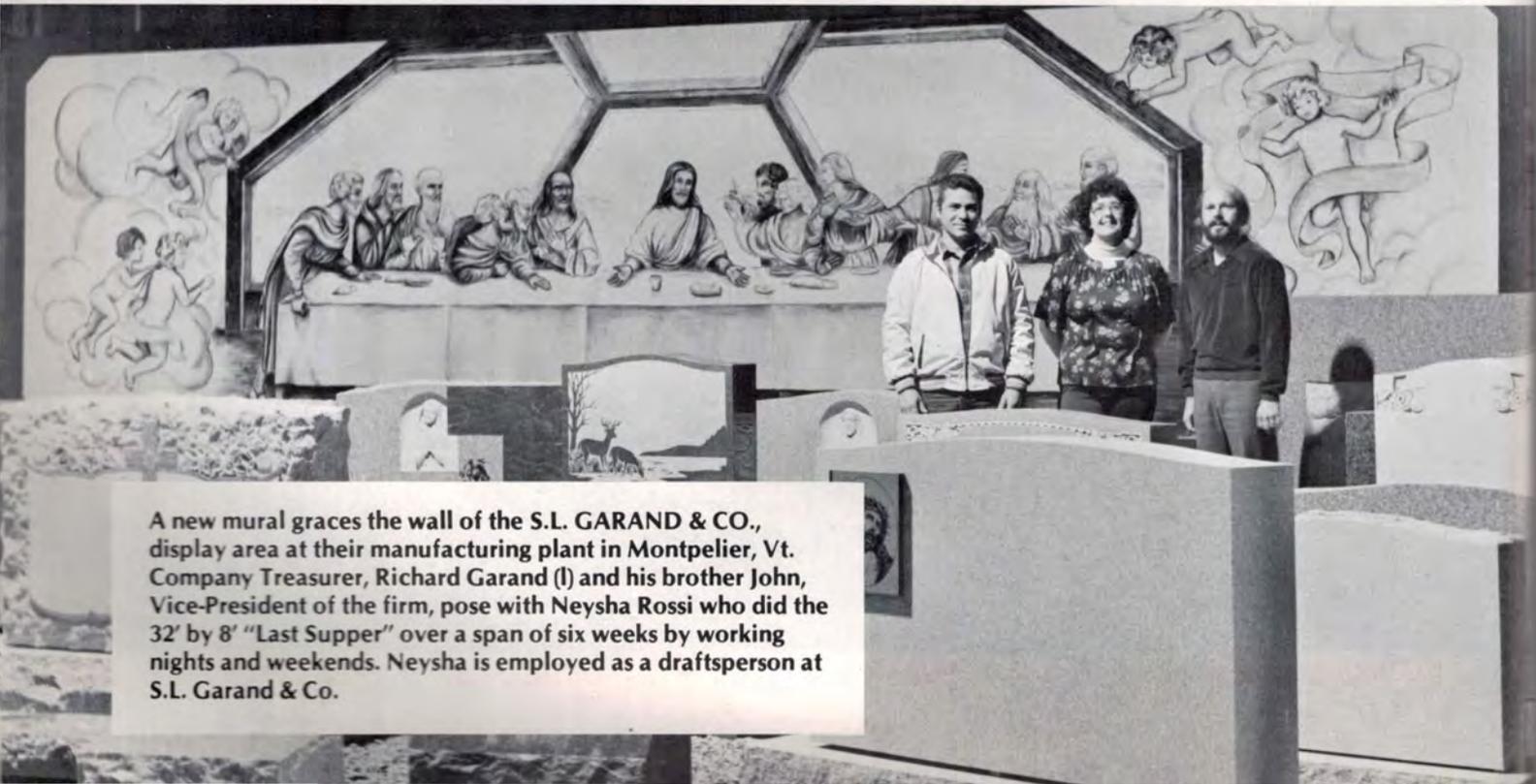
**NEW SPACE FOR PEERLESS GRANITE CO.**

Donald Fontana, President of Peerless Granite Company and his wife, Carol, the firm's office manager, enjoy a recent addition to the company's office space. The new office for Donald adds 155 square feet for Peerless's administrative operations.



GUY R. HASKELL, (left) of Groton, Vermont retired on June 26, 1981 after 34 years of employment with C.R. DAVIDSON COMPANY, INC., of South Ryegate, Vermont. Guy was employed as a granite cutter for 19 years and for the past 15 years he was plant foreman.

Guy, his wife Carolyn, and their daughter Sherri, were recently entertained at dinner by Clyde and Muriel Davidson. Here Clyde Presents Guy with a watch, plaque and check in appreciation of his faithful service to the company.



A new mural graces the wall of the S.L. GARAND & CO., display area at their manufacturing plant in Montpelier, Vt. Company Treasurer, Richard Garand (l) and his brother John, Vice-President of the firm, pose with Neysha Rossi who did the 32' by 8' "Last Supper" over a span of six weeks by working nights and weekends. Neysha is employed as a drafts person at S.L. Garand & Co.



**ED COMOLLI, MANAGER OF CEMETERY SERVICES** for the Barre Granite Association recently escorted two dozen members of the Norwegian Stone Industry League on a tour of famous Hope Cemetery in Barre.

The visitors included quarryers, manufacturers and association members who came to the United States to learn more about quarrying and manufacturing techniques.

After a visit to the Rock of Ages quarries and Craftsman Center, the tour took them to Hope Cemetery before they left for sightseeing at Niagara Falls.

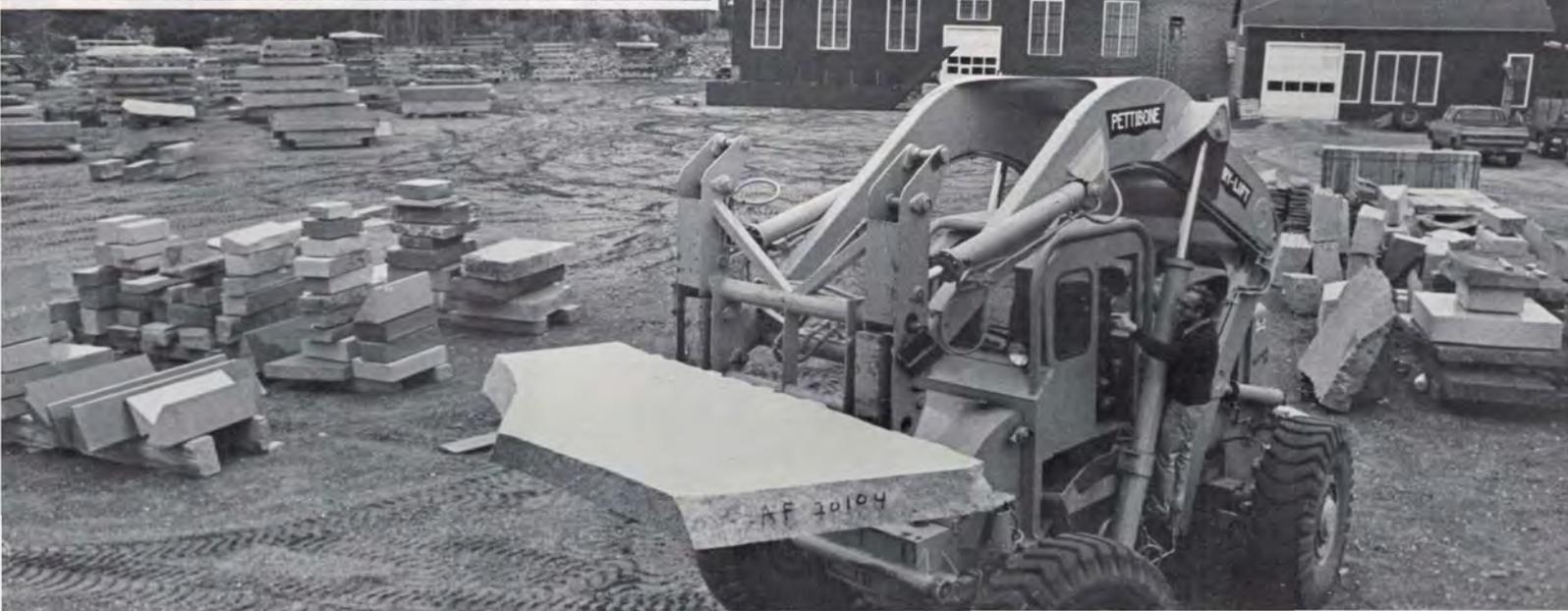
Ed (in shortsleeves in the center of the group) is explaining the design of the cemetery and how it is administered.



**MELVIN FRIBERG, PRESIDENT OF ANDERSON-FRIBERG,** (below) points the direction for the fork-lift operator as another Barre granite slab is stacked in the newly developed storage area next to the plant. The total land area of Anderson-Friberg now encompasses five acres for its operations.

The expansion plans also call for the construction of a new office (left) which is expected to be ready early this year.

*(News about BGA members continued page 14)*



# BARRE GRANITE...

## *on the move via*

**ROSSI...BELVILLE...DUDLEY...CHURCHILL...WILLIAMS...  
BELLAVANCE...DUNKLING...THOMPSON...some of these names  
came first, others joined later.**

Perhaps some of our readers, especially monument retail dealers, recognize these names. These folks are Barre granite truckers. Without them, granite just would not be moving in the most cost-effective way it is today.

There are other Barre granite truckers based outside of Barre who should be noted. Anderson Trucking & Moon Transport haul monuments west of Ohio for the Barre Guild Consolidation Service. And, there are several independent truckers who lease their rigs to the various trucking firms in Barre.

The Barre truckers haul stone...monuments...mausoleums...building granite...beautiful pieces of intricately carved granite...Barre granite. They are long-haul truckers — big 18-wheel rigs — although they didn't start that way.

In fact, the early trucks, as many still recall, were two-axled, 6-wheeled, straight bodies capable of only five and a half tons, tops. Today a 20-ton load is routine.

And, the roads were different then too. The old two-laned corridors of commerce wound through the valleys, scaled the hills, and coursed through village, town and city.

Today the many-laned, high-speed, mountain leaping, valley-spanning, non-stop highways stretch from coast to coast and border to border uninhibited by local traffic.

Every week many 18-wheel tractor-trailer units haul finished Barre granite monuments from manufacturers in Barre to all points of the United States. They deliver from the manufacturer directly to the retail dealer -

there is no middle-man handling of the product - just a direct delivery of a precious commodity from the maker to the seller.

Last year millions of pounds of Barre granite monuments were shipped from Barre by truck and delivered directly to retail dealers.

The direct delivery feature was the major selling point that established the granite trucking business back in the 1930's.



# 18-wheelers

## NEW YORK-VERMONT WAS THE FIRST

Ted Rossi, one of the original group that started New York-Vermont Motor Transfer, said the railroads couldn't deliver directly to the dealers although their freight rates were lower than those established by the trucking firm.

"In fact," Rossi said, "a guy from the Montpelier and Wells River Railroad helped us establish our freight rate schedule. We had to file a rate schedule with the Interstate Commerce Commission back in 1935 and the rates we filed were 10% higher than the railroads!

"But they couldn't make direct deliveries and we could and the manufacturers used us to get the monuments directly to the dealers.

**TED ROSSI**, the last of a half dozen men who established the granite trucking industry in Barre nearly 50 years ago. He is still active with Theodore Rossi Trucking Co., Inc., which is now operated by his son Bill.

Loading a tractor-trailer in the Rossi Trucking Company terminal. The granite trucking business has come a long way from the small, five-ton straight-body, single transmission trucks that used to climb tall hills at five miles per hour.

"Churchill, Belville, Dudley, Dunkling, Thompson and I each had a truck and we formed what is now the New York-Vermont Motor Transfer. After a couple of years, and times were tough in the early 30's, some of us thought we could do better on our own and we went our own ways. We started our own trucking companies. Charlie Williams and Joe Bellavance came along later.

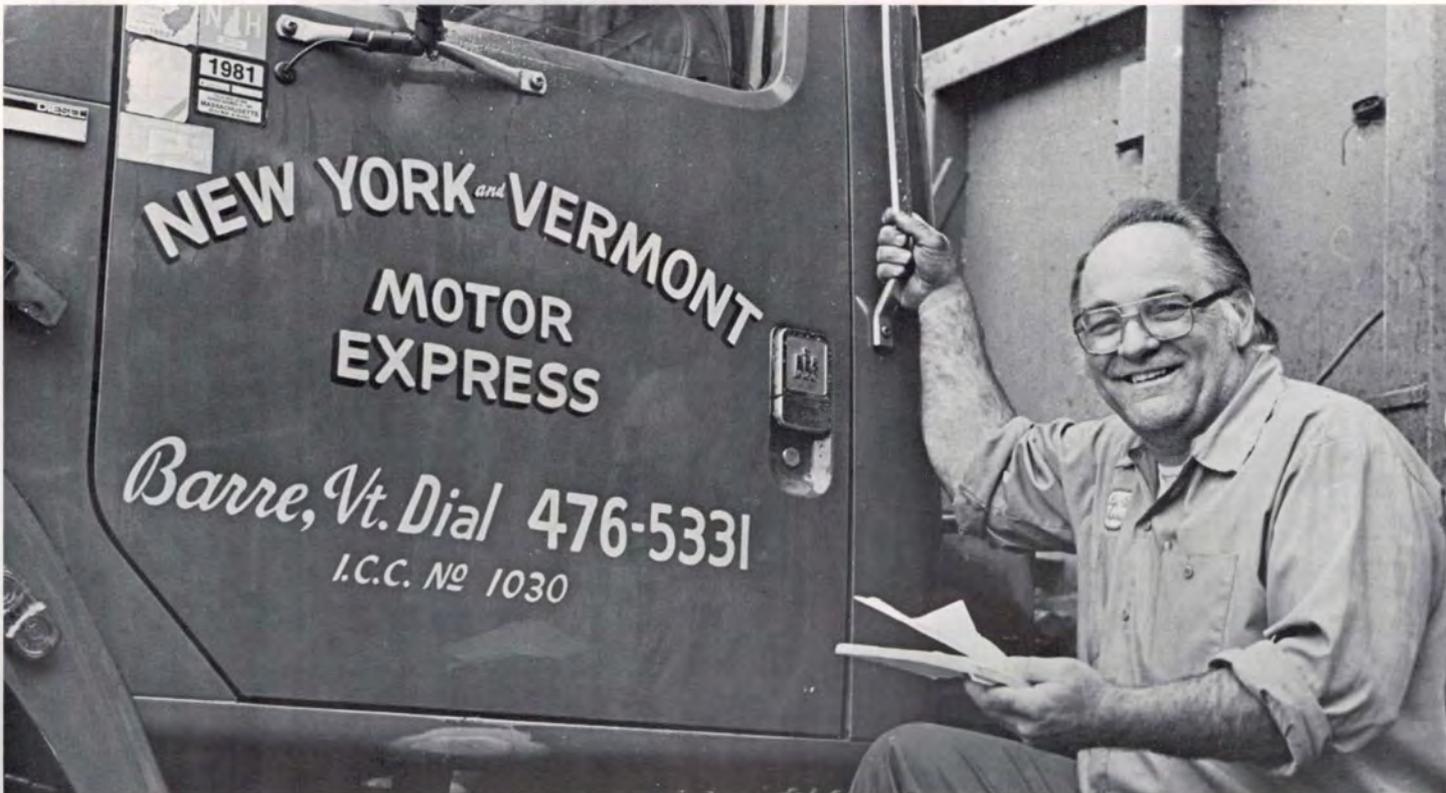
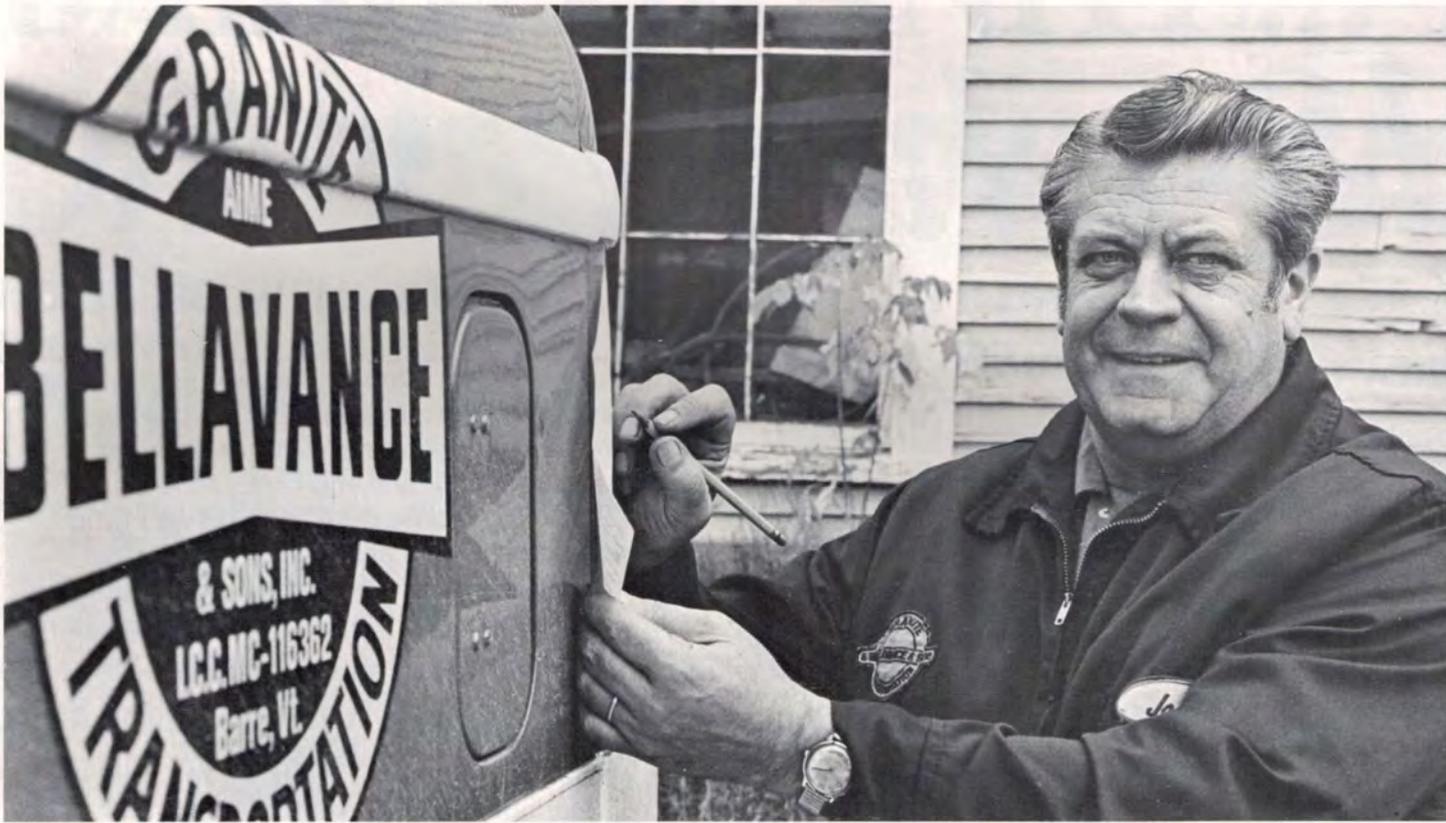
"We started with straight trucks, eventually went to tandem-wheeled trucks and then we graduated up to the tractor-trailers.

"We began with trucks that had four speeds (gears) and now we have rigs with 9, 13 and 15 speeds with two gear boxes!

"Two rigs can now haul the same amount of memorials that used to be carried by eleven truckers!"

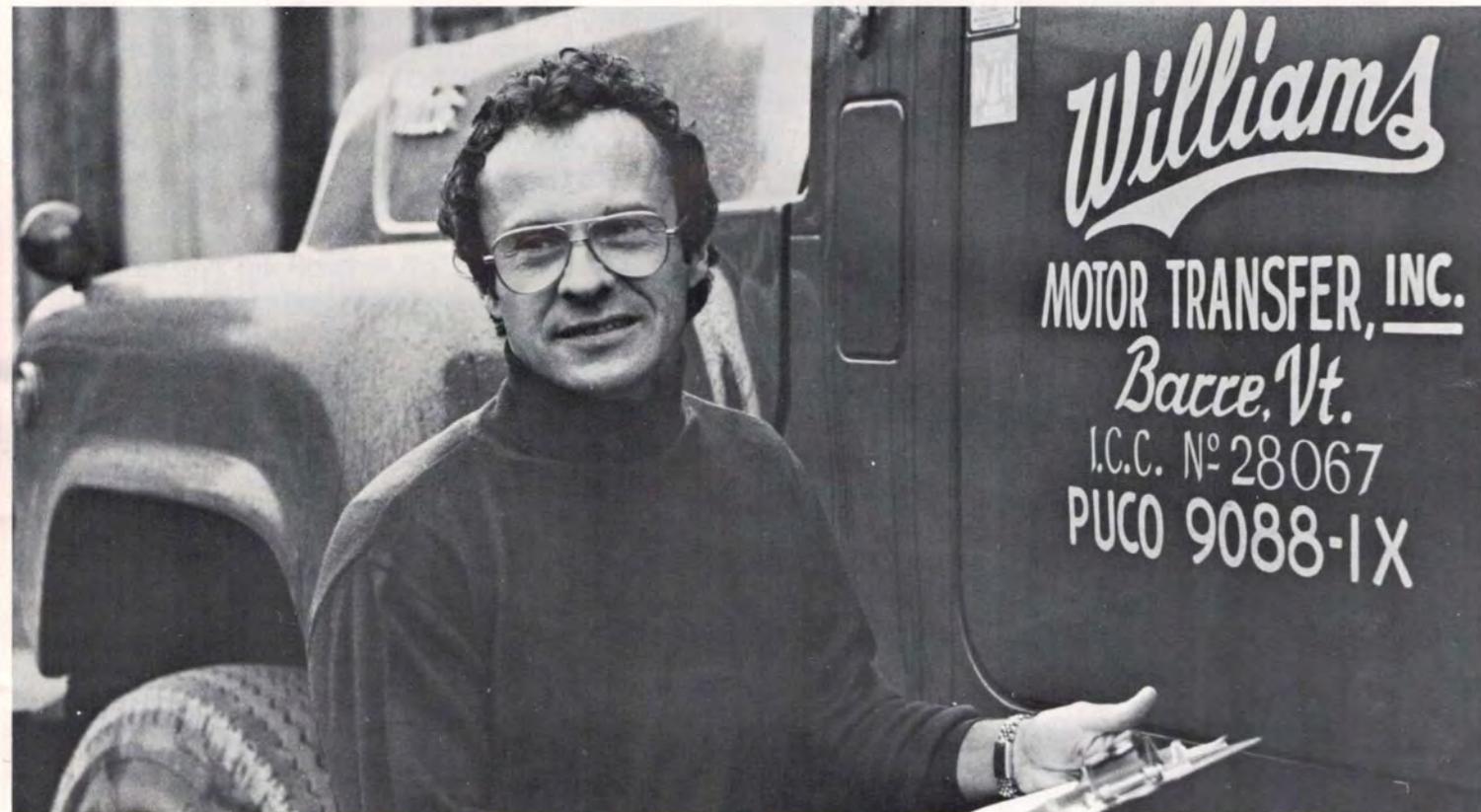


on the move via 18-wheelers *(continued)*



**JOE BELLAVANCE**, (top photo) President of Bellavance & Sons, checks the last item on the manifest before another load of finished granite memorials wends its way to retail dealers in New England and the greater Northeast.

**WALLY BELVILLE**, (lower photo) son of the late Tom Belville, operates the New York and Vermont Motor Express, the first granite trucking firm to begin operating in Barre.



**BRIAN BARQUIN** (above) is the owner/operator of Williams Motor Transfer, Inc., one of only a few granite truckers to haul finished monuments virtually anywhere in the United States.



View from the crane-way. In the Williams Motor Transfer building, finished monuments are loaded aboard an 18-wheel rig for swift transportation to retail dealers in various states.

## on the move via 18-wheelers *(continued)*

"Hell, when I was growing up, an 18 foot trailer was fantastically long," said Wally Belville, son of the late Tom Belville, one of the founders of New York-Vermont Motor Transfer.

"Everyone has 40-foot trailers now," he noted "and some are even 42 feet long and man, that's a long trailer to snake into some driveways or along some unloading platforms."

### SEVEN DAY WEEKS AND 18 CENT GASOLINE

"We used to work seven days a week, sometimes," Ted Rossi recollected. "We would load on Sunday mornings, or at 10 or 11 at night and we used to make three trips a week to New York City.

"Oh yes, gasoline was 18 cents or less a gallon then.



"We used to bring groceries back from New York... We hauled groceries and started at Bennington and made deliveries to almost all the country stores along our route home.

"I paid \$1,250 for my first truck that I bought from Perry Auto Company. Was that expensive then? Ha! My hand shook when I signed for it. Today, four tires cost \$1,250 and a tractor costs \$59,000 and you can add about \$12,000 for a trailer!"

Maintenance costs can be staggering. Out on the road, the fee for garage work is upwards of \$25 per hour. Because of that, trucks are scrutinized very closely in their respective shops before venturing forth.

### 100,000 DOLLAR WHEEL

Ted's son, Bill, who now operates Rossi Trucking, estimated a cost of nearly \$100,000 to put a tractor-trailer on the road today.

"Considering all things that need to be done," he said, "including registrations or fees in every state you operate, excise taxes, insurance and operating capital, the cost of putting a new tractor-trailer on the road could be close to \$100,000.

"In order to meet much of our expenses, we haul back various products on our return trip."

Many trucking firms serving the Barre granite industry do likewise.

Roland Bellavance: "We bring back steel, abrasives and chloride from the Pittsburg area. Other trucks bring back products from their areas.

"We just can't afford to run one way. The days of one way hauling are coming to an end."

In 1935, when the Interstate Commerce Commission was formed to regulate the trucking industry, trucking companies had to file requests for authority to haul products to certain areas of the country. Today the trucking firms that serve the Barre granite industry are authorized, in an aggregate sense, to haul granite to virtually

**A very important function of any successful business is the administrative operations in the front office. The granite trucking business is no exception. LENA WILLEY, secretary at Bellavance & Sons typifies the many highly efficient people who work in the front offices of Barre's granite trucking firms.**

every part of the country. However, each company has its own authorized "turf."

Despite "de-regulation" there is still considerable paper work required of the trucking firms.

"De-regulation basically makes it easier for truckers to get more authority, or expand their business area," says Brian Barquin owner and operator of Williams Motor Transfer.

"And," says Bill Rossi of Rossi Trucking Co., "de-regulation has not done away with state regulations, Department of Transportation regulations, or all of the I.C.C. regulations."

The future?

"Well," says Ted Rossi, "it looks expensive. The cost of doing business is always rising and that includes everything from paper work to keeping up with the regulations, to buying or leasing rigs and maintaining them."

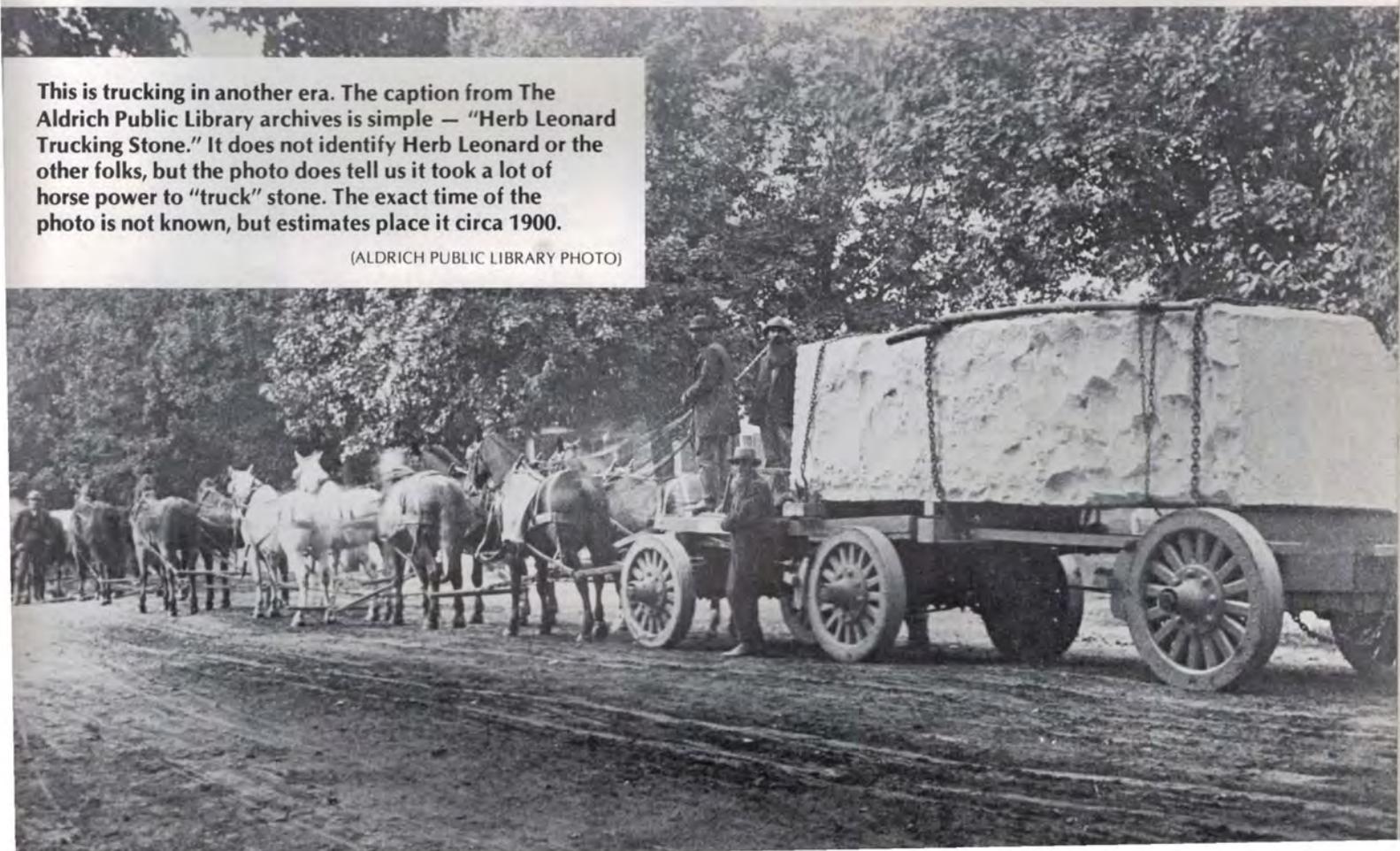
"Yes, the future looks expensive, but with efficiency we will continue to haul that beautiful Barre granite."

**Like other granite trucking firms, New York and Vermont Motor Express, delivers finished monuments to retail dealers in the New York City area.**

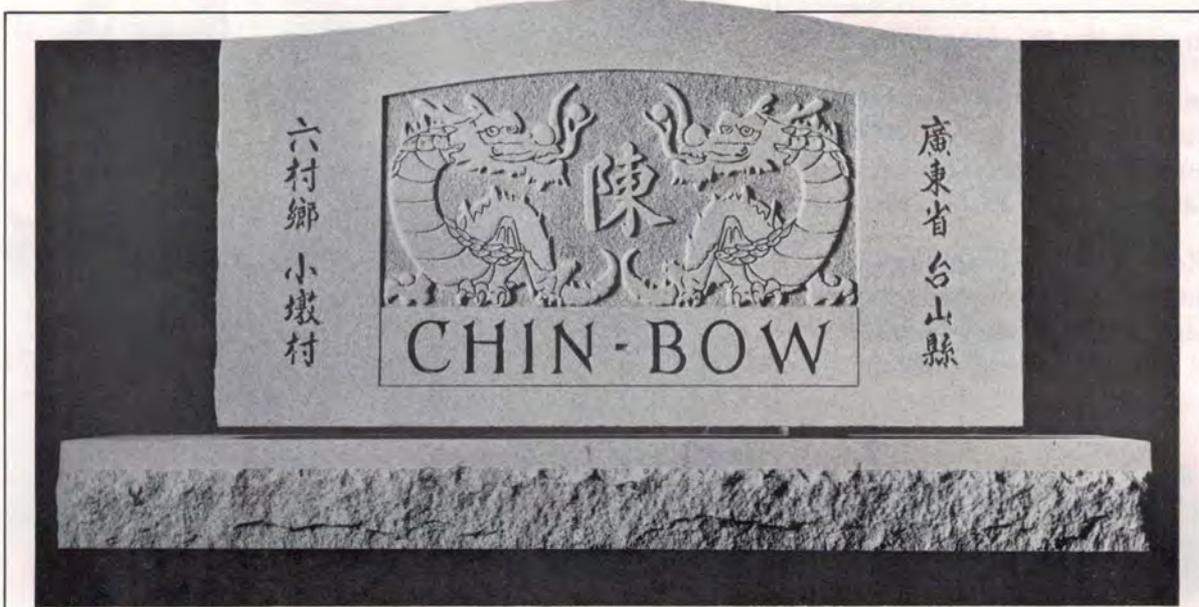


**This is trucking in another era. The caption from The Aldrich Public Library archives is simple — "Herb Leonard Trucking Stone." It does not identify Herb Leonard or the other folks, but the photo does tell us it took a lot of horse power to "truck" stone. The exact time of the photo is not known, but estimates place it circa 1900.**

(ALDRICH PUBLIC LIBRARY PHOTO)



## News about BGA members *(continued)*



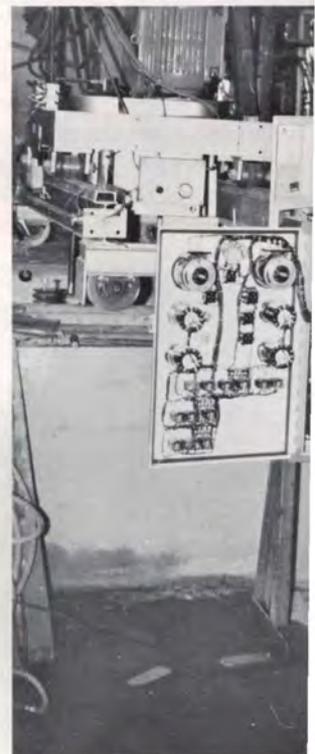
This unique memorial was manufactured from incomparable Barre granite at NORTH BARRE GRANITE COMPANY for Peacock Memorials of Valhalla, New York.

The idea for this family memorial came from Mr. Chin-Bow, a Chinese-American who has been fascinated by the mystique and symbolism of the dragon ever since he drew his first dragon some 30 years ago. Mr. Chin-Bow contacted W.J. McFadden of Peacock Memorials with an idea of a "dragon" design for his family memorial. The design was refined with the assistance of A.C. Ciulla and H.J. Schaller. The steeled finished memorial 5 x 8 x 2-8, is on a 6 x 1 x 10 steeled base. One interesting note — Mr. Chin-Bow points out that the dragon's mouth is closed meaning the beast's appetite has been satisfied and it is no longer hungry.



### ◀ NEW PERSONNEL & NEW EQUIPMENT ▶ at the COLUMBO GRANITE COMPANY

Company President Bob Colombo (right) chats with his new Customer Service Representative, Mark Shedd, while in the plant (right) the finishing touches are put on the wiring for the firm's new automatic polishing machine (background) which features a new silicone carbide brick polishing head.





## ◁ *Family Memorials, Incorporated, Is "Family."*

President of the firm is Bob Couture (next to office door) ably assisted by his wife, Mary Ann who is in charge of office administration (next to Bob), Bobby and Roger Couture (at the saw block, center rear) Ron Couture (at the wire saw, right rear) and Armand Couture at the polishing machine (on the right). The shipping area is right foreground. Family Memorials is one of several smaller granite manufacturing plants who are important members of the Barre Granite Association.



**THE ROULEAU GRANITE COMPANY** parking lot appears to have been transformed into a gigantic three (or more) ring circus. It was really a part of Barre's Ethnic Heritage Festival, and the entertainment by Irish performers was a hit during a gigantic lobster feed sponsored by a local civic organization. More than 1,200 people gathered over two evenings to "munch out" on the tasty crustacean. The 180' x 40' tent had a capacity of 810 people at a sitting.

## ROCK OF AGES CORPORATION UNVEILS A NEW LINE OF GRANITE MEMORIALS

C.J. Slaybaugh, President of the Barre firm, said the new line, known as Colorcraft, will supplement the already nationally famous Rock of Ages Sealmark line of memorials. Sales and

Marketing Director, George Karnedy, said the first two granite selections for the Colorcraft line are Autumn Twilite from Manitoba, Canada and Midnite Mist from South Africa.



The announcement of the new Colorcraft line of granite memorials from Rock of Ages came at a recent Fall Sales Meeting of the firm's District Sales Managers. (left to right) George Hamilton DSM, Prairie Village, Kansas; Larry Lumbra DSM, Bloomington, Indiana; Tom Leary, Marketing Manager at the home office; George Quillia DSM, New Concord, Ohio; George Karnedy, the firm's Director of Sales & Marketing; Gary Kelly DSM, Stroudsburg, Pennsylvania; Ray comoli, Sales Manager at the home office; Norman Campo DSM, Barre; Dick DiMatteo DSM, Syracuse, New York; and Henry Corra DSM, Richmond, Virginia.

### GRANITE — A FOUNDATION FOR MONTPELIER

Thousands of people watched the parade, sampled craft displays, appreciated home-grown entertainment and generally enjoyed the festive air that prevailed in Montpelier as Vermont's Capitol City observed its 200th birthday in August. One of the many floats symbolizing Montpelier's historical past was this block of granite from the Rock of Ages quarry complete with quarryman James Smith. The float was sponsored by the three BGA members in Montpelier: S.L. Garand & Company; Desilets Granite Company; and Montpelier Granite Works.



# Letters from our Readers

the staff of "Barre Life" Great!

cover of the Summer 1981 issue of "Barre Life" is most stunning yet and the colors make it a real eye-er.

I always enjoy receiving "Barre Life" and read it cover ver, sometimes using past issues to illustrate ideas r customers.

I want to belatedly thank you for the 1981 Barre d calendar which hangs prominently in our sales e and has had numerous favorable comments.

Thank you again for all the aid you generously give otting the granite industry.

Sincerely,

Geoffrey Dean, Jr.  
MORSE MEMORIALS  
Waterville, Maine

emen,

Recently I entered the monument field and am very used of learning more about this exciting industry. Jeffrey Blackmon, an associate, suggested I write to o be placed on your mailing list for the Barre I would welcome and use your publication to me a better memorialist.

Thanks to your members for their sharing of educational riences with a newcomer. I look forward to meeting members and associates in the future.

h, thanks for any consideration.

Sincerely,

Paul R. McGee, Jr.  
MONUMENT SALES  
Mount Airy, North Carolina

Sir:

I used find a purchase order for 10 Barre-Paks. These eat and I would like to compliment you on a great oment for our industry.

Respectfully,

D.O. Raubar  
LINCOLN GRANITE COMPANY  
Detroit, Michigan

Dear Sirs:

As a person interested in the design and history of grave monuments I have enjoyed the copies of "Barre Life" loaned to me by my neighbor who operates a local monument business.

I found the last issue to be particularly interesting, especially the article concerning the efforts required to erect the Smith monument.

I also always enjoy seeing the designs pictured in your magazine, and for that reason I write to ask if I might be added to your mailing list to receive your publication.

I realize that parts of your magazine, relating to the equipment advertisements, etc., are rather specialized, but I have found that in general the magazine always has something to interest me, and due to the rather specialized nature of my interest, there are few sources from which to derive the various types of granite, design, and uses of other materials for modern monuments.

Your consideration of this request will be appreciated.

Sincerely,

K. William Bailey, Attorney at Law  
Wooster, Ohio

Dear Norm:

Thanks so very much for your generous support of the Library's program series EXPLORING ETHNIC HERITAGE. It was a pleasure to work with you in arranging our exhibit on Barre's ethnic heritage for which you very kindly made space available in your meeting room. Both the exhibit and the open house on October 18 with the panel discussion that evening were warmly received. Being at the Granite Association got our program off to a fine start and I thank you for your help and your enthusiasm for this program.

Sincerely,

Karen Lane  
ALDRICH PUBLIC LIBRARY  
Barre, Vermont

Dear Mr. Walker (Mgr. Barre Guild Freight Terminal):

Because I know that you rarely receive thanks for the job you are doing, I want to express my appreciation for the manner in which you handled a recent truckload shipment. The granite left Barre on Monday at noontime and arrived at the setting site early Wednesday morning where we had a large crane ready to unload the heavy pieces of stone. It took a year and a half to get this shipment, and you arranged delivery in a day and a half.

Thank you for your cooperation.

Sincerely,

Bert J. Gast, President  
GAST MONUMENTS, INC.  
Chicago, Illinois

# BARRE GRANITE...

## *on the move over*

Nearly 100 years ago the first railroad train puffed into Barre on tracks laid by the Central Vermont Railroad. Competition for rail business was intensified when the Barre Railroad Company was created to lay tracks to the granite quarries.

The famed "Sky Route" firmly established the Barre granite industry in the United States. From downtown to "the hill" the track curved upward for five miles at a rate of 250 feet per mile.

Trains hauled granite blocks weighing more than 10,000 pounds from the quarries to the granite plants, and by the turn of the century the railroad had all the freight it could handle.

The railroad is still in operation, but not on such a grand scale it once enjoyed.

Formerly known as the Montpelier-Barre Railroad, the Washington County Railroad was bought by the State of Vermont in 1980 after the owner, Samuel Pinsley of Boston, attempted to abandon its operations through I.C.C. proceedings.

Endless miles of ribbons of steel — the roadway for the iron horse — wending its way along the rock rimmed ridges of the world-famous Barre granite quarries, through the Barre freight yards and outward across the nation. The Washington County Railroad is a direct descendant of the legendary "Sky Route," the rail line that literally opened the quarries and gave the Barre granite industry permanency in America's industrial community.



# *r the rails*



# on the move over the rails *(continued)*

## NEW ECONOMIC STIMULUS

After the state purchased the line for nearly three-quarters of a million dollars, it was leased to a group of area business people who formed the Washington County Railroad Corporation and sold stock to raise capital to operate the line.

Interest in the line by the Barre granite industry is very evident in the purchase of a considerable block of stock by several granite manufacturing firms and the Barre Granite Association.

Financial considerations were also helped substantially when the Granite Savings Bank of Barre purchased two locomotives from the former owner and leased them and other equipment to the Corporation for a nominal fee.

The President of the railroad, Bertil Agell, is also the Executive Vice President of the Central Vermont Economic Development Corporation. The rail line is operated through Agell's office because, he said, "It is the most cost-efficient method of operating the line."

## LOOKING AT TRAFFIC IMPROVEMENT

Agell says there is modest freight volume which should improve as Bombardier, a rail car manufacturing firm which recently located in Barre, steadily increases its assembly line operations.

The recent decision by Rock of Ages Corporation to convert its heating oil units to coal also means more traffic on the line. Initially Rock of Ages will

**A recent arrival in the Barre area is the Bombardier Corporation with home offices in Canada. Bombardier will be finishing passenger rail cars in their new plant. Production is expected to add a significant amount of traffic on the line.**

use 800 tons of coal which will fill a dozen rail cars.

More income should also accrue to the line from its recently created subsidiary, Railroad Equipment Service Corporation. RESCO, with the same officers as the railroad, was created to bid on a contract to assemble undercarriers for the railcars manufactured by Bombardier. RESCO won the contract and the assembly process will take place in the railroad's maintenance and engine shop in Montpelier.

Operation of the railroad will also be enhanced through a grant from the Economic Development Administration to provide assistance in management analysis and planning.

Today the railroad ships granite saw blocks from the quarries to the manufacturing plants for 12 cents per hundred weight — considerably less expensive than trucking the huge granite pieces down the hill.

The Washington County Railroad is the survivor of the old Central Vermont freight branch, the old Montpelier to Wells River line to Barre and the Barre Railroad Company. Its future appears as firm as its cargo.

Agell describes the railroad operation as "a marriage between the state, the community of Barre and the users of the line. A marriage," he says, "that is working out quite well."



(TIMES ARGUS—KEVIN GODDARD PHOTO)



The Board of Directors of the Washington County Railroad includes: (left to right) C.J. Slaybaugh, President of Rock of Ages Corp., Robert Allen, President of Allen Lumber Co.; Bertil Agell, President of the Washington County Railroad Corp.; Bancroft Dwinell, a Vice-President of Rock of Ages Corp.; Silvio Semprebon, of Calmont Beverage in Barre; Roy Wark of Wark Brothers, also a beverage distributor in Barre; Booth Martin of Hill-Martin Corp., a heavy equipment and supply dealer; and Milton V. Lyndes, Executive Vice-President of the Barre Granite Association.



Close coordination between Engineer Bert Witham (right) and Conductor Robert Mercier (left) is the key to the high degree of efficiency in the movement of railcars in and around and out of the Barre freight yard.

# over the rails *(continued)*

## THE MOUNTAIN KING.

No words were more descriptive than that name. This steam-snorting beast was literally the "King of the Mountain" in the 1890's. The powerful locomotive is pictured here at what was Boutwell's quarry in Graniteville.



(ALDRICH PUBLIC LIBRARY PHOTO)

## THE GRANITE CITY.

A second-hand engine to the Barre freight yards, this locomotive was primarily responsible for making up the freight trains that left Barre for all points across the country.



(ALDRICH PUBLIC LIBRARY PHOTO)

(Below) Purchased by the Granite Savings Bank of Barre, this is one of two locomotives leased to the Washington County Railroad. Refrigerator and gondola cars are behind the engine.



## The "Mountain King" vs. the "Granite City"...

May 20, 1893. The "Mountain King" was descending the "Hill" with a number of flat cars loaded with granite blocks. As it was negotiating the last switch-back, the caboose with several people aboard became detached and stopped. It must have been an omen. Only scant seconds later the brakes on the flat cars snapped and before the engine brakes could be set, the train started to roll down the hill. Reaching speeds of up to 90 miles per hour, it plummeted toward the Barre freight yards. The speed dropped to 35 miles an hour as the "Mountain King" sped along the flats toward its violent collision with the "Granite City". The impact threw flat cars

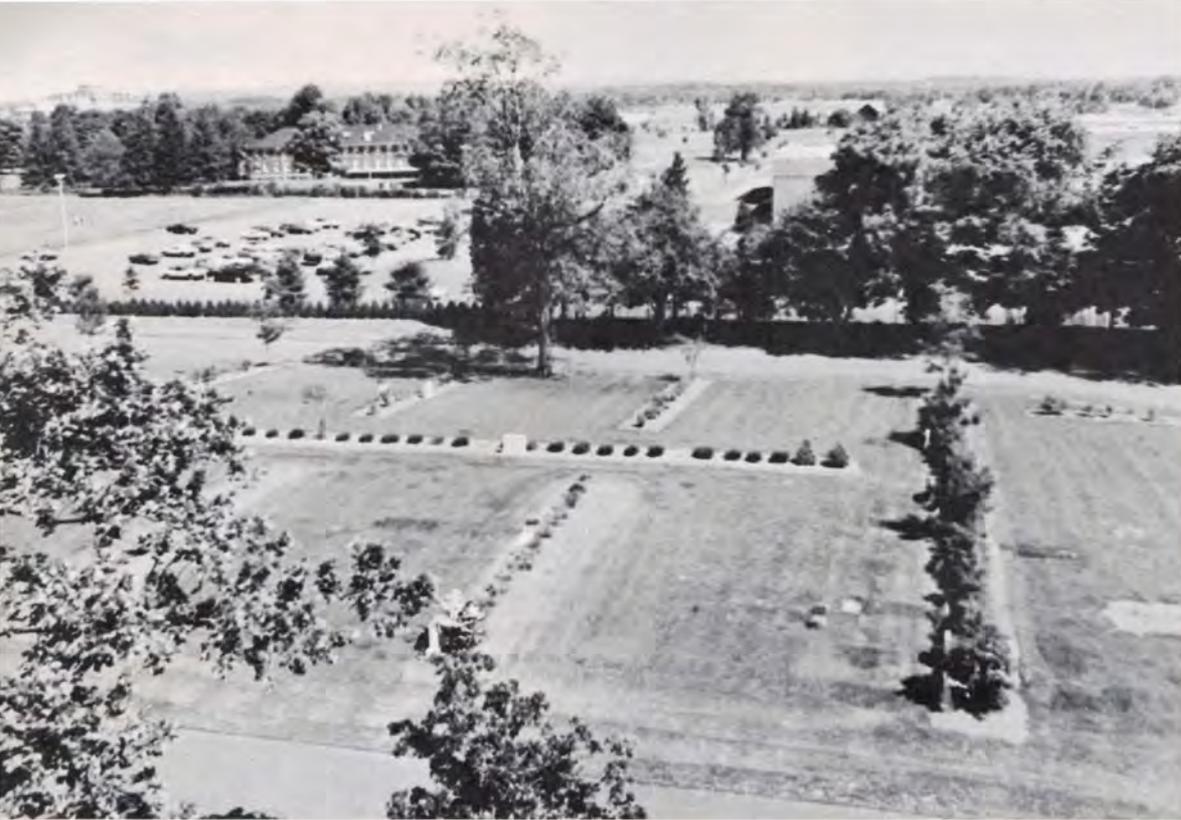
from the tracks and toppled cargo in all directions. The estimated costs of damage was set at \$4,000. Oh yes, according to newspaper accounts, no one was hurt.

In the picture the "Mountain King" is shrouded in steam as the front end of the engine is firmly planted in the cab of the "Granite City". Overturned flat cars are visible in the center and on the far left. An undercarriage or two and granite blocks are noticeable at the far right. And, if you look closely, you will find more than one person who seems more fascinated by the camera than by the wreck.

(ALDRICH PUBLIC LIBRARY PHOTO)



View from the cab. Hand at the throttle, Engineer Bert Witham guides the train through the freight yard with the assistance of Conductor Robert Mercier.



# How New a Ce

## **A bird's eye view of the well-planned West Meadow Cemetery in Newington, Connecticut.**

In 1974 the Town of Newington, Connecticut, realizing their existing cemetery had only a few remaining graves available, established a Cemetery Study Committee who soon discovered that a suitable cemetery site at a reasonable price could not be immediately found.

A year later the town received, from the heirs of the Clara Eddy Estate, an offer of an early 19th century house, barn and 19 acres of land. A Master Plan for the site was drawn up with the house to be an historic center and museum, and the farm building the headquarters and garages for the Park and Grounds Department. Some of the 19 acres would be used as a cemetery site, with the remaining acreage reserved for a future elderly housing project.

This proposal was approved by the Town Council, and a \$45,000 bond issue for the purchase and development of the property went before the voters. Although there was some adverse reaction to the cemetery by adjoining home owners, they withdrew their objections when they were assured the cemetery would be well planned and landscaped. The project was approved by a two to one majority of the voters.

The Cemetery Study Committee now became the Cemetery Building Committee. The Barre Granite

Association of Barre, Vermont, recommended Grever & Ward, cemetery planners, to develop an overall plan for the acreage set aside for cemetery use, with the BGA also sharing the cost of the plan. The resulting plan was approved by the Town Council and actual site development of the first section began. More than 1,700 grave sites, with both upright and flush marker lots, were created on the first 1½ acres of land. In addition a special Veteran's Section, which included a Veterans' War Memorial was established.

West Meadow Cemetery opened on Memorial Day, 1979. Three years later 233 upright monument graves had been sold for a total of \$87,600 and 114 flush marker graves had been sold producing an income of \$36,950. The Veteran's Section has flush marker privilege only and are sold at a reduced rate. 84 of these graves had been sold with an income of \$25,200.

Grave site prices were established based on site development costs and projected maintenance costs. A grave site that allows an upright monument is priced at \$350 and the price for a flush marker grave site is \$300.

Mr. Peter Curry, Town Manager of Newington, was instrumental in carrying this entire project to completion. In a recent discussion, he said,

# the Cemetery Field

Manager Cemetery Services

Town & City  
Managers  
Please  
Note

# the Town of Newington Started Cemetery

"The citizens of Newington are very proud of their cemetery. In addition to being a cemetery it has served as a park with many people visiting to see the trees and flowers."

Curry also said "There have been six to eight disinterments from other cemeteries to West Meadow, so we know it has been well received by our citizens. Our maintenance records comparing West Meadow Cemetery to our old cemetery show that these costs are down considerably. This has been due to the over-all design. The advice of the Barre Granite Association has been most helpful not only with the design, but in setting up rules and regulations."

Certainly, West Meadow Cemetery is a good answer to the burial needs of Newington, Connecticut.

**An ever increasing number of upright monument graves are being purchased at West Meadow Cemetery.**



Many residents of Newington consider West Meadow Cemetery to be a park and frequently visit the well-groomed cemetery to view the flowers and shrubs... In the far background, the American flag snaps in the breeze marking the Veterans Memorial.



# STATE OFFICIALS PR INDUSTRY'S CLEAN W

The Barre granite industry's successful efforts over the past two decades to reclaim and maintain clean waters in the streams that flow through Barre were lauded recently by state and local environment officials.

Vermont's Commissioner of Fish & Game, Edward Kehoe, praised what he called the diligence of the Barre granite industry to maintain the Clean Waters Program that was put on line eight years ago.

"The Barre granite industry has provided recognized leadership in Vermont's overall effort to keep our streams clean," he said. Kehoe's remarks came during a recent semi-annual fish restocking program administered by the Barre Fish & Game Club. More than 500 legal size trout were furnished by the Barre Granite Association.

Officials said the success of the fish restocking program is actually the marked success of an \$80,000 project that was initiated by the Barre granite industry nearly 20 years ago. At that time the BGA, assisted by the University of Vermont,



**Gino Sassi, President of the Barre Fish & Game Club** frees some of the more than 500 trout furnished by the Barre Granite Association. The fish re-stocking program over the past five years, has provided some of the best fishing in the Central Vermont area.



Television reporter, Michael Gilhooley, interviews BGA President David Reid and BGA Executive Vice President Milton Lyndes (right) about the significant achievements of the BGA-sponsored clean waters program in Central Vermont.



# BARRE GRANITE WATERS PROGRAM

the Vermont Water Resources Department and a consulting engineering firm, DuBois and King, began the development of a program designed to dispose of the granite industry's waste water without polluting the nearby streams.

David Reid, President of the Barre Granite Association, said the fish restocking program "is, in reality, the ultimate success of that Clean Waters Program."

Each granite manufacturing plant made the necessary investment in lagoons and water treatment facilities to eliminate industrial waste and return clean water to the streams — in many instances cleaner than drinking water!

"The Barre granite industry uses millions of gallons of water every year," Reid said, "and I feel it is extremely important for us to vividly

demonstrate our beliefs that our natural resources must be safeguarded for everyone's use."

"It does cost money," he said, "but then again, it would cost more without our natural environment."

Milton Lyndes, Executive Vice President of the Barre Granite Association said all the member companies of the organization have enthusiastically supported the clean water effort and will continue to do so. "One key reason for the unqualified success of this program," Lyndes said, "has been the close cooperation of all of the people — both private and public and both state and local — involved in the program."



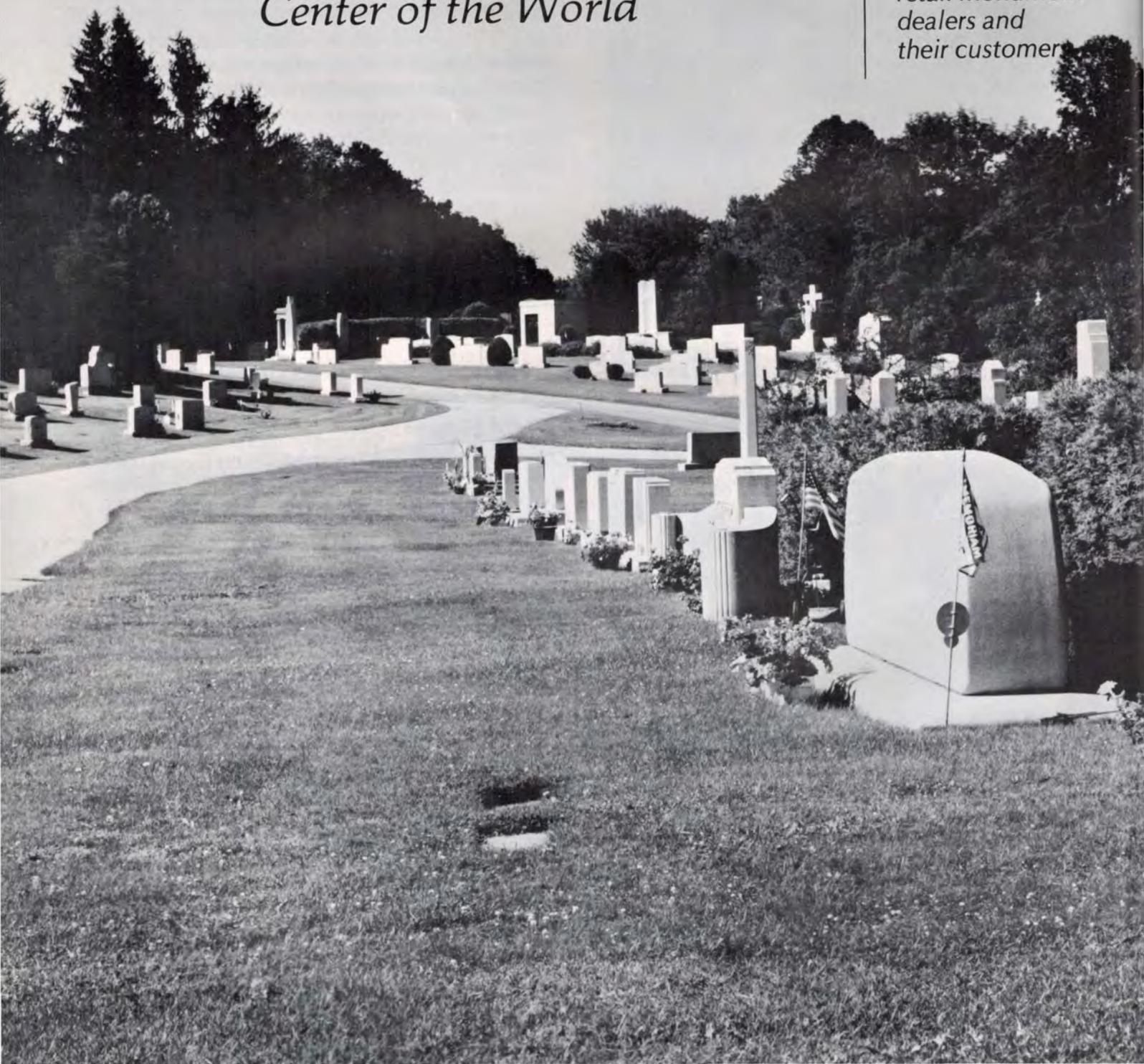
On hand for the fish re-stocking events, signifying the success of the Barre granite industry's clean water program are: (left to right) Ike Lee, a trustee of the Barre Fish & Game Club; Milton Lyndes, Executive Vice President of the BGA; Joseph Palmisano, Chairman of the Vermont State Fish & Game Board; Peter Quinlan, an outdoor columnist (he is also employed by Rouleau Granite Company); Gino Sassi, President of the Barre Fish & Game Club; Edward Kehoe, Commissioner of the Vermont State Fish & Game Department; Norman Grearson, Chairman of the Barre Fish & Game Club's Fish Re-stocking program; and David Reid, President of the Barre Granite Association. The folks in the background are from the Sunny Brook Trout Farm in Sharon, Vermont.

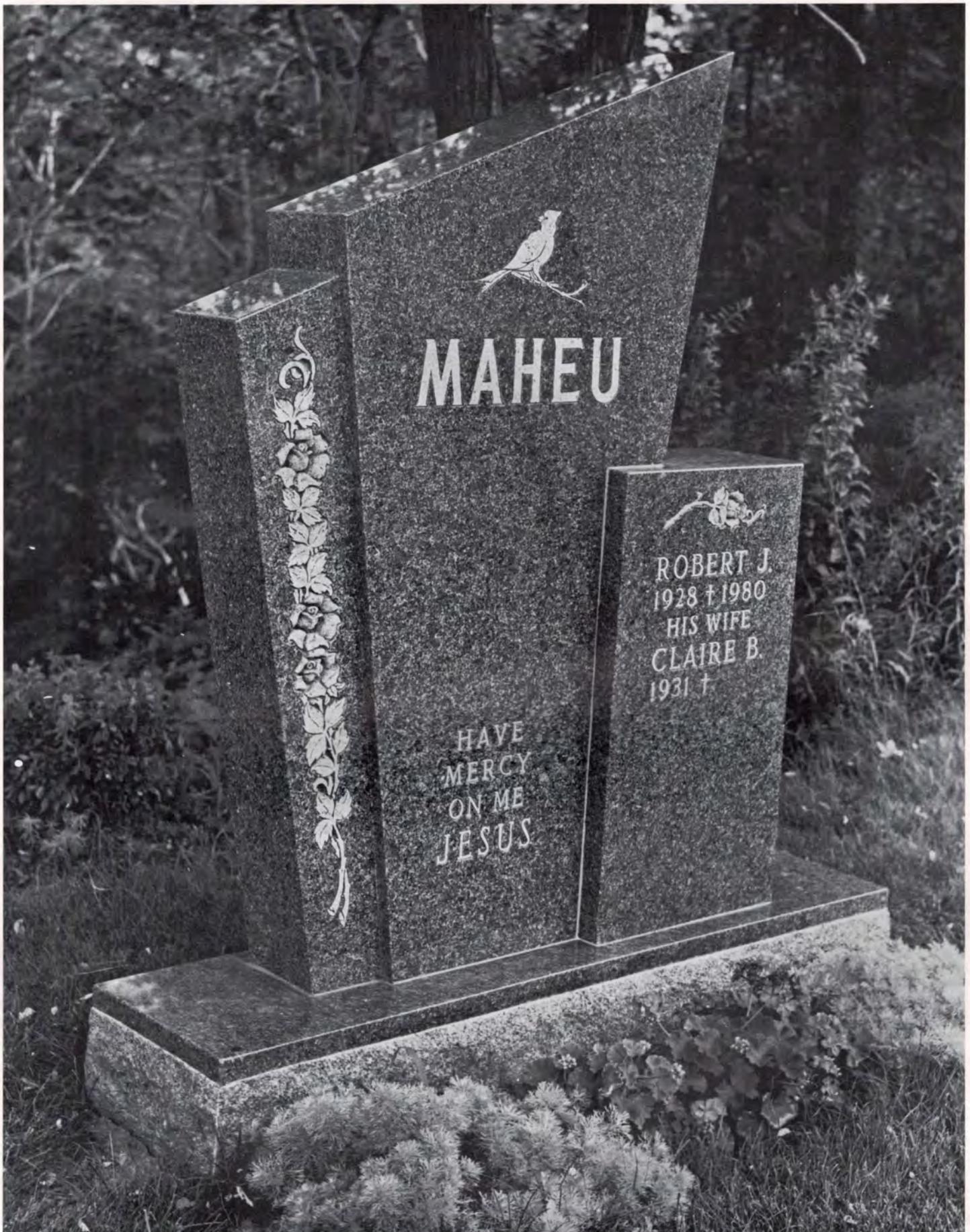
# MEMORIAL DESIGNS

*From Barre — the Memorial Art  
Center of the World*

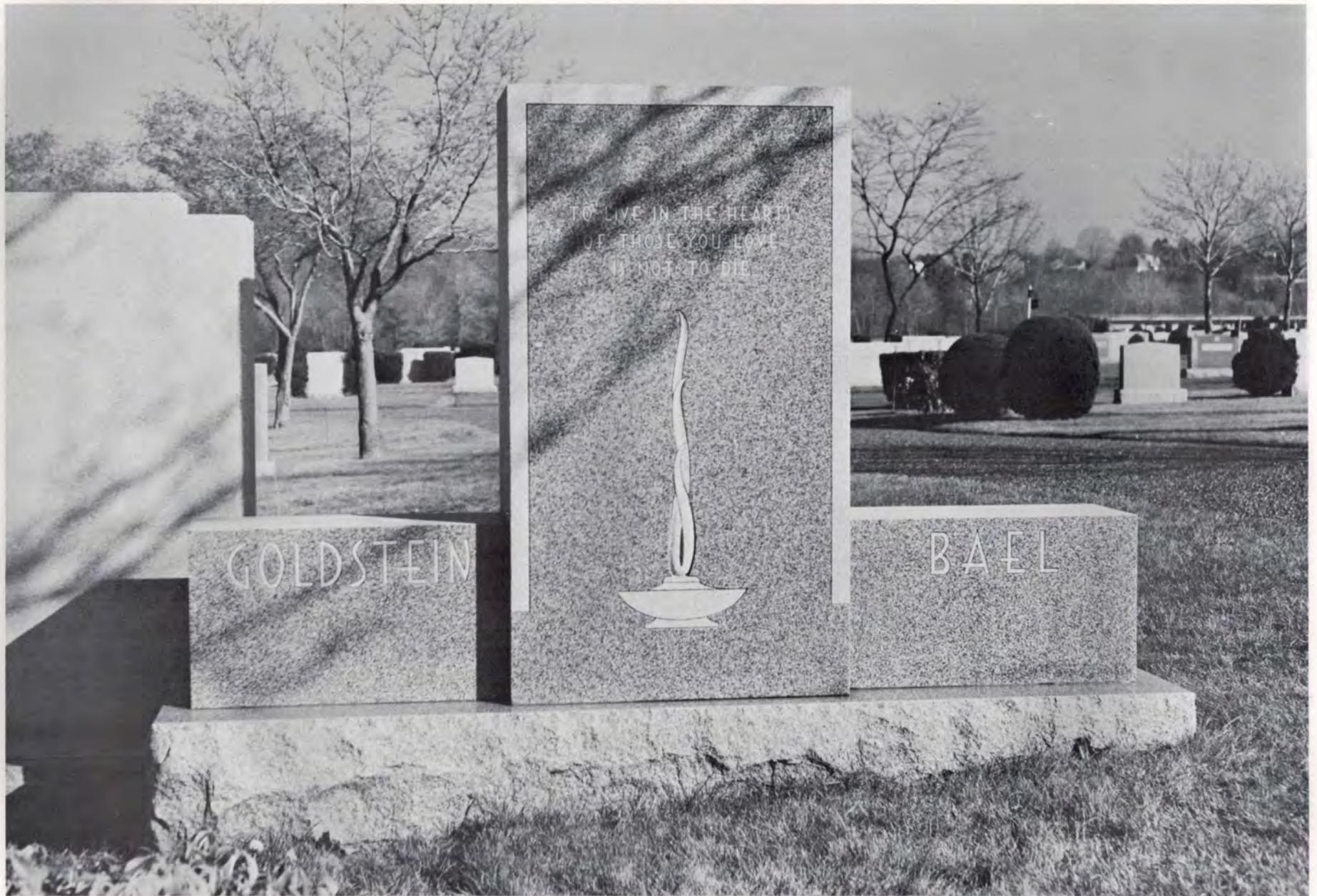
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<b>ANDERSON-FRIBERG CO.</b> Willey St. (Melvin Friberg)	802-476-7021	<b>LAWSON GRANITE CO.</b> Quarry St. (Albert Gherardi Jr.)	802-476-3541
<b>BECK &amp; BECK, INC.</b> Center St. (Norman Beck)	802-476-3179	<b>MAURICE MEMORIALS, INC.</b> Granite St. (Leo Maurice)	802-476-3742
<b>BUTTURA &amp; SONS, INC.</b> Boynton St. (John Buttura Sr.)	802-476-6646	<b>MONTPELIER GRANITE WORKS</b> Granite St. (Joe Mureta)	802-223-2581
<b>CETRANGOLO FINISHING WORKS</b> Northfield (Nick Cetrangolo)	802-485-5711	<b>NATIVI &amp; SON, INC.</b> Center St. (Silvio Nativi)	802-476-7101
<b>CHIODI GRANITE CORP.</b> S. Front St. (John Mattson)	802-476-3661	<b>NORTH BARRE GRANITE CO.</b> Railroad St. (Jules Chatot)	802-476-6624
<b>COLOMBO GRANITE CO.</b> Boynton St. (Bob Colombo)	802-476-7061	<b>PEERLESS GRANITE CO.</b> Willey St. (Donald Fontana)	802-476-3061
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