

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY ANNUAL CONFERENCE, MANCHESTER, 1977

A reminder that the Manchester Region IA Society will be host for the 1977 Conference to be held at Hulme Hall, University of Manchester from Friday to Sunday, 9 to 11 September.

The programme of talks and lectures will include:

Owen Ashmore on 'The Industrial Archaeology of the Manchester Region'

Richard Hills on 'Textile Mill Engines'

David Owen on 'The North West Museum of Inland Navigation'

The L T C Rolt Memorial Lecture will be given by Donald Cardwell, Professor of the History of Science and Technology at the University of Manchester Institute of Science and Technology. The subject will be 'The History of Technology, Today and in the Future'.

Choice of excursions on Saturday afternoon will be:

1. Bridgewater Canal: Castlefield Terminus in Manchester to Barton swing aqueduct, the Worsley terminus. It is hoped to include a boat journey from Barton to Worsley.
2. Cotton mills and mill engines in the Oldham and Rochdale area.
3. Cotton mill and community of eighteenth century origin at Quarry Bank, Styal, Wilmslow. Also a working corn mill with two water wheels at Nether Alderley.

There will be an opportunity to visit the North West Museum of Science and Technology and an optional visit on the Sunday afternoon to sites in central Manchester.

The local organizer is Professor Owen Ashmore, Department of Extra-Mural Studies, University of Manchester, Manchester M13 9PL (Telephone 061 273 3333). Detailed programmes and application forms are available from the Conference Secretary, Fred Brook, 15 Widecombe Avenue, Weeping Cross, Stafford.

EXCHANGE AND MART

Details have reached the Association recently of a number of items of i.a. interest, some of them of substantial dimensions, which will be destroyed unless any preservation society or museum can make arrangements to remove them for preservation elsewhere. In some cases they are offered as a gift, while other owners expected to be reimbursed with the scrap value. Anyone interested should make further enquiries direct at the address stated.

Steam machinery

At Burslem, Messrs Burgess and Leigh are about to retire a 100 hp horizontal compound engine by William Boulton of Burslem, built

in 1888 and having run continuously since then driving machinery for clay preparation. Enquiries to D B Leigh, Burgess and Leigh Ltd, Middleport Pottery, Burslem, Stoke on Trent ST6 3PE, Telephone 0782 87174. Purchase price negotiable.

Rochford Hospital in Essex will shortly be disposing of two steam generating sets at a nominal charge. These sets are two-cylinder vertical engines by S Allen and were manufactured immediately pre-war. At present they drive 300 kVA generators which are not available and the generating sets are about six feet long, eight feet wide and nine feet high. If any Museum or preservation organisation is interested in acquiring these items please contact: Mr Roberts at Witham 516515. Ext. 19.

Three Clayton steam generators which will work up to 135 psi evaporating 400 lbs of water an hour are available from A C Fincken & Co Ltd, of Imperial Way, Station Estate, Watford, WD2 4JP. These generators are oil fired and one of them recently had a new generating coil fitted. Together with the generators are a considerable number of new spare parts. They are available to any preservation organisation which is prepared to dismantle and remove them from site. For further information please contact Mr C Fincken at the above address.

Internal combustion engines

Madame Tussauds Ltd, who recently purchased the Tolgus Tin complex near Redruth, wish to dispose of two 200 hp Ruston diesel engines installed in 1921 to drive DC generators at Hawks Tor china clay pit on Bodmin Moor. The weight of each engine is thought to exceed twenty tons. Flywheel diameters are 9' and 8'-3" respectively. Their scrap valuation is thought to be about £1,500, and any new owner will also have to spend up to £2,000 or more on removing them from their present building, with additional expenses for transport and reassembly. Further details from A G Jackson, Madame Tussauds Ltd, Marylebone Road, London NW1 5LR, telephone 01-935 6861. Scrapping of these engines is imminent.

The Avon Flour Mill at Pershore was burnt down last year, but the Robey twin-cylinder horizontal diesel engine installed there about 1936 survived with only superficial fire damage and is still mechanically intact. There is thought to be only one other engine of this type left working. The bedplate measures approximately 15' x 10", and the 10" flywheel weighs about 5 tons. Total weight ca 22 tons. Further enquiries to Mr P E Partridge, Avon Flour Mills, Pershore, Worcs, telephone Pershore 2042.

At the Coventry Works of the West Midlands Gas Board there is a large four cylinder Crossley Horizontal gas engine coupled to a 150 kW DC Generator. The machine is in fair condition and is on offer to any museum or preservation organisation that would be prepared to bear the cost of dismantling and transport. Further information from D W Davison, Demolition Engineer, West Midlands Gas, Wharf Lane, Solihull, West Midlands B91 2JP, Telephone 021-705-6888.

A 4 cylinder Ruston diesel engine dating from 1938 survives in a brickyard at Waddington south of Lincoln. Further details are available from: Mrs C M Wilson, Curator, Museum of Lincolnshire Life, Burton Road, Lincoln LN1 3LY, telephone 0522 26866.

Other Items

A paint manufacturer in Glasgow has for disposal a complete set of relatively early paint grinding mills together with lineshafting. Among the machines included are a pan mill, a four-roll steel roller mill and a triple granite roller mill. The complex was driven by a horizontal single-cylinder 21 hp, Tangye gas engine with 5' flywheel weighing approximately two tons, which has recently gone to a collector in Cheshire. A blacksmith's anvil and vice are also available. Enquiries to Mr J J Campbell, Clutha Paint and Oil Company Ltd, 33 Admiral Street, Glasgow, telephone 041 429 1794.

The bookbinding workshop at the House of Commons is disposing of its paper guillotine, manufactured in London about 1912 by Harrild and Company and thought to weigh about ¼ ton. Dimensions are approximately 5' x 4' x 3'-6" high. The machine will probably have to be partially dismantled inside to get it out. Further details from Mr Dewey, Binding Works, House of Commons, London SW1, telephone 01 219 3016.

Finally we quote verbatim a letter from Robert Cox of Maidenhead who is concerned about 3 early diesel engines at Rugby. The Fullager engine is particularly interesting as an early and ingenious opposed-piston diesel engine. Only a handful of this type of engine are thought to survive. The dismantling and removal of these engines would be likely to require substantial expenditure on craneage and haulage.

Dear Sir,

I am enclosing herewith, very brief specifications of three early diesel engines built at the Willans Works, Rugby, which have been placed in the grounds of these works since 1950. These works, although now part of the GEC were originally built by Willans and Robinson who moved from Thames Ditton, Surrey, in 1896 and were incorporated into the Dick Kerr organisation in 1916 to become the English Electric Co in 1919.

Diesel engines were built under licence from the Diesel Engine Co of London from 1904, to take the place with the building of steam turbines, of the central valve steam engine, demand for which was dropping off, as its place was being taken by high speed double acting engines and the steam turbine.

I am carrying out research work on Peter William Willans and Willans and Robinson, so I am in close contact with these works. I have been informed that these three engines are to be dismantled and scrapped unless a new home can be found for them.

I also understand that the GEC would not expect payment for these engines, but on the other hand, would not expect to be involved in their dismantling and transporting to the new site.

Would any of these engines be of interest to any of your members for preservation?

If you are interested, I would suggest you contact Mr D I Bebb, Publicity Liaison Officer, Large Steam Turbine Division, GEC Turbine Generators Ltd, Willans Works, Newbold Road, Rugby, Warwickshire, CV21 2NH, Telephone No Rugby 2100, or let me know.

Yours faithfully,
(ROBERT COX)

72 Moorbridge Road
Maidenhead
Berkshire SL6 8BW

1. Willans and Robinson, oil engine type 3E 450 bhp, at 187 rpm, weight 67 tons, built 1907, flywheel ca 12' diameter. Base ca 18' x 9'. Height ca 15'
2. Willans and Robinson, oil engine type 4C, 500 bhp at 200 rpm, weight 59 tons, built 1917. Dimensions similar to 3C type, but flywheel ca 9' diameter.
3. The first Fullager type engine, weight 66 tons, rating 750 bhp at rpm, built 1922. Flywheel ca 7'6" diameter.

Before restoration

