

VOLUME 5 NUMBER 3 1978



**Another First for Ironbridge.** The Ironbridge Gorge Museum, Telford, guardian of the world's first iron bridge and the furnace where iron was first smelted with coke, can now add another first to their elegantly designed literature. On Tuesday 14 February this year, Neil Cossons visited the Palais de Rohan in Strasbourg to receive the first ever *European Museum of the Year Award* from the President of the European Community, the Rt Hon Roy Jenkins.

The event sponsored by IBM and organised by the Council of Europe in conjunction with the International Council of Museums had received 32 entries and nine were shortlisted. These were the Museum of Industrial Archaeology at Herstal in Belgium, The National Technical Museum, Helsinki, Finland; the Terra Amata Museum, Nice, France; the Municipal Museum, Swabisch Gmund, West Germany; the Amsterdam Historical Museum Holland; the Preus Photo Museum, Horten, Norway; the Joan Miro Museum, Barcelona, Spain and the International Museum of Watch and Clockmaking, La Chaux-de-Fonds, Switzerland. In second place was the Joan Miro Foundation of Contemporary art and Catalan culture and the winning entry received a cheque for £4,000 and a Henry Moore bronze maquette. This is the fourth major award to go to the Ironbridge Gorge Museum. In 1973 they won the British Tourist Authority's 'Come to Britain Trophy', in 1975 a Special Heritage Year Award in recognition of the Museum's continuing contribution to conservation and in 1977 the British 'Museum of the Year Award'.

**Oral History Seminar** The joint meeting with the Oral History Society, advance notice of which was given in Bulletin 5:2, has had to be postponed due to late delivery of recording equipment required in connection with a sound archive project on the Lancashire textile industry, the results of that project would not have been available in time for the May meeting previously announced. Arrangements have now been made for the seminar to take place at Birmingham Public Library on Saturday 11 November, commencing at 11.30 am. A small fee will be charged to help with the expenses of some speakers. Accommodation will be limited, and those wishing to take part are asked to write immediately to: Peter White, Ancient Monuments Inspectorate, Department of the Environment, Room 224, Fortress House, 23 Savile Row, London W1X 2AA.

Those wishing to illustrate their own work in this field should make particularly early application.

**Canal Stoppages** British Waterways have given notice of repairs to two major structures which will interrupt boat movements in the Birmingham area during the summer of 1978. Alvechurch Aqueduct on the Worcester and Birmingham Canal was closed as an emergency measure following recent leakage, and detailed inspection has shown that complete rebuilding will be necessary, at a cost of £60,000. Boats entering the canal from Kings Norton Junction will not be allowed to proceed beyond the winding hole at Hopwood; those moored below Alvechurch will be able to move down to Diglis Basin by prior arrangement with the Section Inspector at Bromsgrove (0527) 72572, but there may be delays in making sufficient water available. Those choosing to leave their boats between Diglis and Alvechurch will not be able to use the locks while the present works are in progress, so will be restricted to cruising on the intervening pounds. Work is not expected to be completed until the end of the summer.

Netherton Tunnel on the Birmingham Canal Navigations has the distinction of being the last canal tunnel to be built in Britain and is the most generously proportioned of all, boasting towpaths on both sides which eliminates the need for either legging or tugs. When it was opened in 1858, Netherton Tunnel had the unusual feature of being lit throughout its length by gas. This was later converted to electricity, and the tunnel played an important role in relieving the pressure of traffic on the Dudley Tunnel opened in 1792 and very narrow and poorly ventilated, with which Netherton runs parallel. An inspection by BWB engineers in 1976/7 revealed the need for repairs to some of the ventilation shafts, and a brief closure earlier this year enabled this work

to be put in hand. More serious, however, is the discovery that ground pressure had lifted the tunnel's floor along 40 yards of its 3027 yard length, and this distortion had enabled a slight inward movement of the tunnel sides to take place. Remedial works are expected to cost more than £300,000 and will last from June 5th until early 1979. Netherton Tunnel will be impassable throughout this period, but there is an alternative route onto the Stourbridge Canal and the lower end of the Staffs. and Worcs. Canal through Dudley Old Tunnel, which was reopened to traffic in 1973, following determined work by local volunteers and a series of blitzkrieg operations by restoration teams converging from all over the country from a series of 'Dudley Dig-Ins'. Dudley has restrictions on beam and headroom, and cannot be used by boats under power. Anyone considering using this route as an alternative while Netherton is closed should contact BWB's Birmingham Area Office at Reservoir House, Icknield Port Road, Birmingham B16 0AA, telephone 021 454 7091.

**Huddersfield Narrow Canal (1794 - ?).** The Huddersfield Narrow Canal is a unique waterway. It can still claim two records; its summit level at 645 feet above sea level is the highest in Great Britain and Standedge Tunnel, at 3 miles 418 yards, is the longest canal tunnel ever constructed in this country.

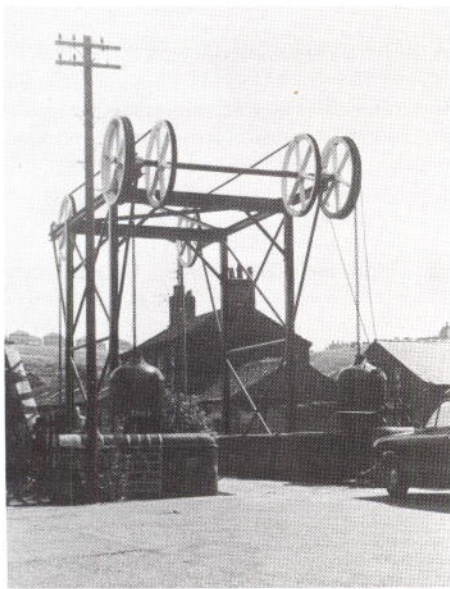
In 1794 the canal obtained its Act of Parliament, the same year as the Rochdale Canal. The Huddersfield Narrow Canal was to run from a junction with Sir John Ramsden's Canal in Huddersfield up to Colne Valley through Slaithwaite and Marsden, into the Pennines via Standedge Tunnel emerging at Diggle and thence down the Tame Valley, through Uppermill, Mossley and Stalybridge to a junction with the Ashton Canal at Dukinfield. With only a length of 19<sup>1</sup>/<sub>4</sub> miles the canal is packed with engineering features: 74 locks, 2 tunnels, 11 aqueducts and numerous bridges.

The first section of the canal, Huddersfield to Marsden, was open by 1796, and the section from the Ashton Canal to the Woolroad near Dobscook on the western side was completed by 1798. This enabled the canal to be used by local traffic. However, through traffic had to be transhipped at the temporary termini until Standedge Tunnel was opened in 1811. By this time the rival Rochdale Canal was open and the Huddersfield Narrow Canal was struggling to establish itself as a through route. The summit was at its busiest when Standedge Tunnel was being used during the construction of the nearby railway tunnels. The competition from the parallel railway was too much for the canal and traffic declined. Eventually the Narrow Canal was incorporated with the Huddersfield

Broad Canal (Sir John Ramsden's) into the Huddersfield and Manchester Railway and Canal Company in 1845, eventually forming part of LMS Railway in 1923.

All except a short stretch adjoining the Huddersfield Broad Canal was abandoned in 1944 after the passing of the LMS Railway (Canals) Act. Even this short stretch was abandoned in the Sixties. However, the Broad Canal is still navigable, and in April 1974 the Huddersfield Canal Society was formed with the object of encouraging the improvement of the Huddersfield Broad Canal, by conservation of the scenic features and promoting the restoration to navigation of the Huddersfield Narrow Canal, thereby improving the links between Yorkshire Waterways and the Cheshire Canal Ring. Since the last through journey in 1948, most of the locks have been 'landscaped', certain sections have been filled in and culverted and some bridges lowered. However in 1975 the Society published a feasibility study, which showed that restoration was possible, provided no further harm was done to the Canal. The Society has obtained assurance from the Greater Manchester Council that they will protect the line of the canal in their area and, in fact, it is an integral part of the Tame Valley Improvement Scheme. However the story on the other side of the Pennines is different, in so far as the Society is actively fighting planning applications to build across the canal in Huddersfield.

This coming year will see a great deal of activity on and off the canal by the Huddersfield Canal Society and anyone interested or who would like more information should contact the Secretary, Mr R Dewey, 3 Pump Row, High Flatts, Huddersfield.



**Editor's note.** The Society has adopted as its emblem a drawing of the remarkable 'Turnbridge' built in 1865 to carry road traffic across the Huddersfield Broad Canal at Quay Street near Aspley Basin in Huddersfield. The two bottle-shaped cast iron caissons containing the balance weights have the date of opening cast into them. The bridge is still in full working order, having been extensively overhauled in 1975. A hand winch at the side raises and lowers the deck through chains and pulleys. Boatmen wishing to pass beneath still raise the bridge for themselves, using a Leeds and Liverpool type lock key.

The HCS is actively campaigning for the re-opening of the Huddersfield Narrow Canal, which would provide a second trans-Pennine route, linking the recently-restored Ashton Canal with the Yorkshire waterways system. With the dream of re-opening the Kennet and Avon as a major cross-country route fast becoming a real possibility, HCS members are concerned that future planning should take account of the possibility of reopening what would be one of England's wildest and most spectacular holiday routes.

For details of the Society's publications, all concerned with the practical aspects of reopening the Huddersfield Narrow Canal, see 'AIA Bookshelf'.

**Westonzoyland Pumping Station, Bridgwater, Somerset.** Constructed originally in 1830, the station housed a small beam engine and scoop wheel and was the first steam land drainage station on the Somerset Levels. The original machinery proved inadequate so in 1861 the existing Easton & Amos 2 cylinder vertical engine and Appold pump were installed, the beam engine being sold. A number of other engines of similar type and by the same makers were installed in stations on the Levels over the next ten or so years, and for the following eighty years provided the pumping needs of the Somerset Levels. Following the formation of the Somerset Rivers Board, a policy of installing diesel pumps was pursued and in 1950 the Westonzoyland station had a General Motors vertical diesel and centrifugal pumps installed in a new building alongside the original engine house. Luckily, largely by the efforts of Mr E L Kelting, Engineer to the Board, the steam engine was not destroyed, it was cleaned and repainted.

After the formation of the Wessex Water Authority in 1974, the question of maintaining the engine and building arose and in early 1977 the Somerset Industrial Archaeological Society was approached and asked if it would take on the task. A small group of SIAS members worked on the engine throughout the summer and a Westonzoyland Engine Group was formed within the Society to look after the machinery, operate it after restoration and form a museum of land drainage on the site.

The intention is to form a Charitable Trust and lease the station from the WWA. The engine will then be operated on open days for the public. So far, the Group has had a number of donations of items, including boiler feed pumps, spares, pipework, smithy tools and some narrow gauge rails for demonstrating how the Rivers Board once used rail skips on its river works. A Lancashire boiler has also been offered. The Group has also received a 'Shell Restoration Award to Inland Waterways'.

**Somerset Industrial Archaeological Society** Volume 2 of the Society's annual Journal was published during 1977 and maintains the high standard of layout and content set by the first volume. Presentation is modelled on that of BIAS Journal which the Society's near neighbours in Bristol have been producing regularly for the past ten years. The new SIAS Journal includes two features on the West Somerset Mineral Railway as well as a history of Stogumber Brewery, a note on a willow boat from the Somerset levels, and a detailed description of the manufacture of Van Heusen collars by Walter Hordle who worked at the Van Heusen factory

in Taunton from 1918 to 1968. Copies are available at £1.00 plus 19p for postage from the Secretary of SIAS, David Greenfield at 33 Barrow Drive, Taunton, TA1 2UX.

**Wigan Work It Out** A proposal put forward by Wigan Civic Society two years ago that the last wooden colliery headgear in the area threatened by redevelopment on its original site at Gautley Pit, should be moved and re-erected within the Haigh Country Park is going ahead with the help of a Job Creation Programme. The 40 ft high headgear was dismantled last year under the supervision of Dorothea Restoration Engineers, after a thorough photographic and measured record had been made. The parts were moved to the new site in Haigh Park, erstwhile seat of the Earls of Crawford and Balcarres, the 'Wigan Coal Kings'. Since taking over the park as a recreational area, this Council's Departments of Leisure has set about establishing a 'geological trail' where within a small area there are visible remains of clay pits, ironstone digging, sandstone quarries and an outcrop of the Ince Seven Foot coal seam which has helped to make Wigan an important coal mining area since the sixteenth century. Thirty years ago, the Wigan area had more than 35 coalmines, there are now only four, one being still privately owned.

The steam engine which used to wind men and materials in the Gautley Pit shaft was scrapped some years ago, but there are hopes that a similar winding engine made at a Wigan foundry may be available and acquired for the new site. There are plans to reconstruct a horse gin to illustrate an earlier method of winding and timbers from a demolished industrial building in Burton on Trent will be re-used in



the restoration of the pitchpine headgear.

Prime movers in the proposal to preserve the headgear have been two members of the Wigan Civic Society, Donald Anderson, well known as the historian of the Orrell Coalfield and Robin Grayson, a geologist at the Wigan College of Technology, which used to be known as 'the pitman's university'. Financial support has come from the Greater Manchester Council and the Science Museum. With a May deadline on the Job Creation phase of the re-erection, it is hoped that the structure will be ready for visitors in the summer of 1978 (See also Bulletin 3:5).

**Fowler Engines saved for Lincolnshire** Good news on the campaign to raise funds for purchasing the pair of Fowler steam ploughing engines mentioned in Bulletin 5 : 1. The local appeal mounted by the Friends of Lincoln Libraries Museum and Art Galleries had raised £2,200 of the £5,000 required by the end of January; other sources including the Science Museum had promised the remaining £9,000 required. Time was running out when a firm of agricultural merchants in Ruskington, Brown Bullin Ltd, promised an interest free loan of up to £3,000 to enable the Museum of Lincolnshire Life to complete the purchase by the agreed date, and to continue their fund-raising throughout the year to raise the rest of the money required.

Donations to the appeal would be most welcome, and should be sent to Mr J J B Wright, National Westminster Bank, 97 High Street, Lincoln.

**The Irish Railway Record Society.** This Society, as its name implies, exists to chronicle the history of Irish Railways and its Headquarters are at Drumcondra Railway Station, 30 Lr Drumcondra Road, Dublin 9. The Society maintains a Library with over 15,000 volumes on Railway and Allied Subjects and a wide range of periodicals, some of which are not to be found elsewhere in Ireland.

**Steam Engines preserved in Bath.** Stothert and Pitt are best known for their cranes, many of which are still at work throughout the world after fifty or more years of service. The Bath firm is active in a number of other fields of engineering, and as a token of this they have recently presented two historic steam engines on permanent loan to Bath University, where they are open to inspection by visitors on appointment. The engines were until recently preserved in Stothert and Pitt's Bath workshops but to make room for expansion and to enable more people to enjoy them, they were moved to the University campus late in 1977. The larger of the two is a splendid but compact beam engine built by Stothert and Pitt for the Paris Exhibition of 1867, and the other is a horizontal that worked for very many years pumping at the Royal National Hospital for Rheumatic Diseases in the city. We hope that this sort of practical cooperation between industry and the academic world may result in other items of historic machinery similarly being preserved for enjoyment by the public.

**The Chepstow Society.** The Chepstow Society publishes a range of pamphlets and guides, some of them with a bearing on industrial archaeology. Two of particular interest are 'The Part of Chepstow' by Ivor Waters (£1.25) and 'Brunel's Tubular Suspension Bridge over the River Wye' (75p) which Mr Waters has edited from a contemporary pamphlet originally published in 1856.

'Chepstow Printers and Newspapers' (75p) surveys printing in the town from the early years of the 19th century. Under his own imprint, Ivor Waters has published 'Chepstow Road Bridges' (75p) in a limited edition of 180 copies which begins with the suggestion that there may have been a Roman bridge across the Wye, and continues with an illustrated survey up to the present Chepstow Bridge, built of cast iron in 1816 and still in use today. Copies of these publications from: Ivor Waters, 41 Hardwick Avenue, Chepstow, NP6 5DS.

## **History in the Landscape** May 19-21

## **Canals and Railways** 29 May - 2 June

## **Manchester Region IA Society** 3 June

## **Railways and Canals in Wales and Borderland** 16-23 June

## **Industrial Archaeology - the Farm** 23-25 June

## **Man-made Underground Structures** 13-16 July

## **Railway History and Industrial Archaeology around Manchester** 21-28 July

## **Summer Course in History at Ripon College** 22-29 July

## **Practical Industrial Archaeology** 5-12 August

## **Industrial Archaeology Course at Peak National Park Study Centre.** 19-26 August

Weekend course at Peak National Park Study Centre. Details (SAE) from Peter Townsend, Principal, Losehill Hall, Castleton, Derbyshire. Telephone: Hope Valley 20373/20693

Course at Peak National Park Study Centre. Details from address above.

One-day conference on recording, industrial trails in Bolton and Irwell Valley.

Course with daily field trips, organised in conjunction with Birmingham University, Extra Mural Department. Fee £52. Details from The Warden, Preston Montford Field Centre, Montford Bridge, Shrewsbury SW5 1HW. Telephone 0743 71380.

Kenneth Hudson and Neil Cossons will look at the effects of mechanisation on the Farm and old machinery will be demonstrated. Details from: The Principal, Maryland College, Woburn, Bedfordshire MK17 9JD.

Their Industrial Exploitation Symposium in Cambridge jointly organised by Subterranea Britannica with Societe Francaise d'etude des Souterrains. Programme includes visits to sites in Royston, Fowlmere and Nottingham, and Bastille Day dinner. Non members may attend subject to availability; earth application advised. Write to Organising Secretary, Mrs Sylvia P Beamon BA, 16 Honeway, Royston, Herts SG8 7ES. Telephone Royston 42120.

Summer school at Manchester Polytechnic to mark the opening of Liverpool and Manchester Railway 150th anniversary celebrations. Details from: A D George, Manchester Region IA Society, 30 Kingsway, Worsley, Manchester M28 4FD. Telephone 061-790-9904.

Students have choice of 9 seminar groups including: Social control in 19th century Britain, vernacular housing in Nidderdale and 19th century local education including Mechanics Institutes and 'penny readings'. Fee £60 residential, £34 non residential, including visit to Richmond Georgian Theatre. Applications before 25 May to Department of Adult Education, University of Hull, 195 Cottingham Road, Hull HU5 2EQ.

A Residential Course in Fieldwork. Detailed survey of Croesor slate quarry (workings all underground) Basedvat Plas Tany Bwlch. Tutors Dr Michael Lewis and Richard Keen (National Museum of Wales) Fee £54. Details from: Dept of Adult Education, University of Hull, address as above.

Address as 'Man-made Underground Structures'

## Aspects of Industrial Archaeology

27–29 October

The Midland Branch of the **Newcomen Society** has organised the following visits:

June 3  
June 24

More detailed look at the subject in its local context. Details from Snowdonia National Park Study Centre.

Dee Mill engine (in steam) Shaw, Oldham  
Tour of Bristol Area by coach, led by Dr Angus Buchanan.

Details from Charles Blick, 147 Whirlowdale Road, Sheffield S7 2NG.

The **Railway and Canal Historical Society** has organised field visits during the summer, with weekends in the West Midlands (including the Society's AGM and in Newcastle and Berwick and shorter one day and half day railway visits and canal trips in Cromford, South Lincolnshire, York and elsewhere. Details from RCHS, 23 Beanfield Avenue, Green Lane, Coventry, West Midlands CV3 6NZ, telephone 0203 69485.

The **Northern Mill Engine Society** has arranged open days on the following Saturdays in 1978: 3 June, 5 August, 2 December. On these days the 1500 iph twin tandem engine by Scott and Hodgson at Dee Mill, Shaw, Oldham will be in steam and other local engines under the Society's protection will be open to visitors, although not working; Ferm Mill, Shaw, Oldham. 2,000 ihp twin tandem gear-drive engine by Buckley and Taylor, 1884.

Diamond Works (Sammy Scarves) Royton nr Oldham. 500 hp vertical compound by Scott and Hodgson, 1912.

Alverthorpe Mills, Wakefield, Yorks. 750 ihp cross compound by Pollitt and Wigzell, 1912.

Details from: George J Drake, NMES Yorkshire Organiser, 52 Rye Lane, Pelton, Halifax, Yorks. Telephone Halifax 57714.

The Cornish pumping engines at **Crofton**, near Great Bedwyn in Wiltshire (the oldest working beam engines in the world) will be in steam over the following weekends: 27–28 May, 1–2 July, 26–28 August, 16–17 September, 21–22 October. Because of limited space in the engine house, it is advisable to arrive early in the day. Details from Mrs Ros Cundick, 273 East Grafton, Burbage, Wilts. Telephone Burbage (067 281) 575.

The beam engine at **Dogdyke** in Lincolnshire built by Bradley and Craven in 1856 and driving a scoop wheel for draining the fens will be in steam on the first Sunday in each month from 1.30 – 5.30. Admission charge is £1 per car, or 50p per person. Access from a private road leaving the A153 Sleaford-Skegness road 1 mile west of Tattershall Castle. Details from J G Porter, Bridge Farm, Tattershall, Lincoln LN4 4JG, telephone Coningsby 42230.

The **Shuttleworth Collection**, which is acknowledged to have the finest collection of historic aircraft in flying condition in the world, celebrates its Golden Jubilee this year. Flying days take place on the last Sunday in each month, with an extra Late Summer Bank Holiday display on 28th August and a special 50th anniversary pageant on Sunday 24th September, when the Transport Trust will co-operate in demonstrating many more vehicles in addition to the flying display. Details (SAE) from Shuttleworth Collection, Old Warden Aerodrome nr Biggleswade, Beds. Telephone 076727 288.

**Ryhope Pumping Engines**, near Sunderland, will be in steam 11 am – 5 pm over the following weekends.

27–29 May, 26–28 August, 23–24 September, 28–29 October. Admission 30p, Children 10p.

The pumping station is open every Saturday and Sunday 2–5 pm when visitors may inspect the beam engines, boilers and adjoining museum. On these occasions when there is no steam admission charges are 15p (children 5p). Children must be accompanied by adults.

**Broomy Hill Pumping Station**, Hereford, will be steaming its 1895 Worth Mackenzie triple-expansion pumping engine and other smaller auxiliary engines over the following dates: 28–29 May, 5–6 August, 23–24 September. On the Saturday evenings the engines will be gaslit after dusk. Free parking nearby. Admission 40p, children 15p. Also open the first Sunday in each month 11 am – 5 pm (no steam) admission 15p, children 5p.

A criticism regularly levelled at industrial archaeology is that it places little stress on excavation and on the need for proper and systematic techniques for investigating a site. The majority of sites in which industrial archaeologists take an interest are usually above ground; but it cannot be denied that, where excavation is required local i.a. societies usually have fewer trained excavators to call upon than do local groups concerned with pre-industrial archaeology. **Keele University** provides an opportunity to rectify this with its Archaeological Excavation Summer School, a concentrated course for beginners to be held in August. Dates are 5–12 August and 12–19 August: a full fortnight is recommended for those who wish to become regular excavators. Fees are £46.50 per week or £24.50 per week for non-residents. Emphasis will be on the following aspects: excavation organisation, techniques of recording, drawing of funds, elementary surveying. Applications required before 30 May 1978; further details from Dr Francis Celoria, Lecturer in Archaeology, Department of Adult Education, The University Keele, Staffs. ST5 5BG, Telephone 0782-625116.

**International Conference on Climate and History.** Those of our readers who are interested in industrial archaeology and its relationship to climate might like to know that there is to be an international conference on climate and history between 8 – 14 July 1979 at the Climatic Research Unit, University of East Anglia, Norwich.

The purpose of this conference is to bring together climatologists, historians and archaeologists from throughout the world to discuss climate and its possible impact on past and present societies. Potential participants are asked to contact the Conference Secretary (Climate and History Conference), Climatic Research Unit, School of Environmental Sciences, University of East Anglia, Norwich NR4 7TJ.

## Events

Educational authorities are increasingly using preserved steam railways as 'resource centres', but the fact that most volunteer activity is concentrated at weekends makes organised school visits difficult. In response to this, some preserved lines set aside specific weekdays when school parties are welcomed and locomotives will be in steam. **Quinton Railway Centre** at Aylesbury as a 'schools steaming' from 26–29 June inclusive; details from R B Miller, 25 Loudham Road, Little Chalfont, Amersham Bucks.

The Great Western Society offers similar facilities, with unlimited free rides in a train of restored GWR coaches at its **Didcot Railway Centre** from 10–12 July inclusive. Details and booking forms from Events Officer, Great Western Society Ltd, Didcot, Oxon OX11 7NJ.

## More Grants from Industrial Past 'Industrial Past'

is a quarterly magazine which began publication in the Spring of 1974 with a duplicated format and has now progressed to a professionally-printed illustrated magazine selling between two and three thousand copies of each issue. Organised on a non-profit basis, it has undertaken to distribute any surplus for the benefit of industrial archaeology. A working surplus of £100 was shared at the end of 1976 between four projects (see Bulletin 4:3). Donations from well-wishers as well as profits from magazine sales have swelled the fund until at the end of 1977, £250 was available for distribution. Five grants each of £50 have been offered as follows:—

1. **Scottish Museum of Mining** Wanlockhead, Dumfriesshire. For the development of the Museum.
2. **South Yorkshire Trades** For the development of Top Forge.
3. **The North Staffordshire Railway Society** Churnet Valley, Cheddleton. Locomotive Preservation Fund.
4. **Bournemouth Municipal Museums.** For the appeal fund for the restoration of the 1882 Horse Omnibus.
5. **Tram 57 Project Group** Southampton. For the appeal fund for the restoration of the Southampton Open Top Tramcar No. 57.

The adjudicators are Stuart Feather, Keeper of the Bradford Industrial Museum and W R Mitchell, editor of the magazine 'Dalesman'. An annual subscription to **Industrial Past** costs £1.60 including postage. Further details from the Editor, John Keavey at 17 Uplands, Skipton, North Yorkshire, tel. Skipton 5005.