

## Mission completed !

**Wilkinson Monument Restored.** It is always a pleasure to report a success story, and *Bulletin* readers will be glad to hear that the **John Wilkinson Monument**, at Lindale in Cumbria, has now been restored, and a small ceremony was held to commemorate this achievement alongside the monument on Saturday 11th May. Miss K G Hill, Clerk to the Allithwaite Upper Parish Council, and one of the organisers of the restoration appeal, has suggested that part of the success of the appeal was due to a mention in the pages of the *AIA Bulletin* two years ago. In any event, enough money was raised for the work to be completed with a small amount remaining for future maintenance.

After the setting up of a Restoration Committee, and the repair of the inscription plaque, both of which happened in 1982-3, the main work was undertaken in 1984. On 27th April, the three sections of the monument were carefully dismantled and transported to Buxton where the work was to be carried out by Dorothea Restoration Engineers Ltd. Following examination of the base which was now uncovered, it became apparent that this too would need replacing. Following tenders, the contract was awarded to Thos Armstrong of Cocker-mouth. On October 16th 1984, the monument arrived back in Lindale, the three sections were duly re-erected, and re-painting was carried out. Some remedial work on the base was completed in January-February 1985, and the site was generally tidied up in March-April ready for the ceremony which has just taken place.

Further information on the history of the monument and the bizarre events surrounding its erection and later removal can be found in John Randall's book on Wilkinson dating from 1876, or H W Dickinson's '*John Wilkinson: Ironmaster*' of 1914. In more recent times, an article on the obelisk has appeared in the *Foundry Trade Journal* for 8th October 1981.

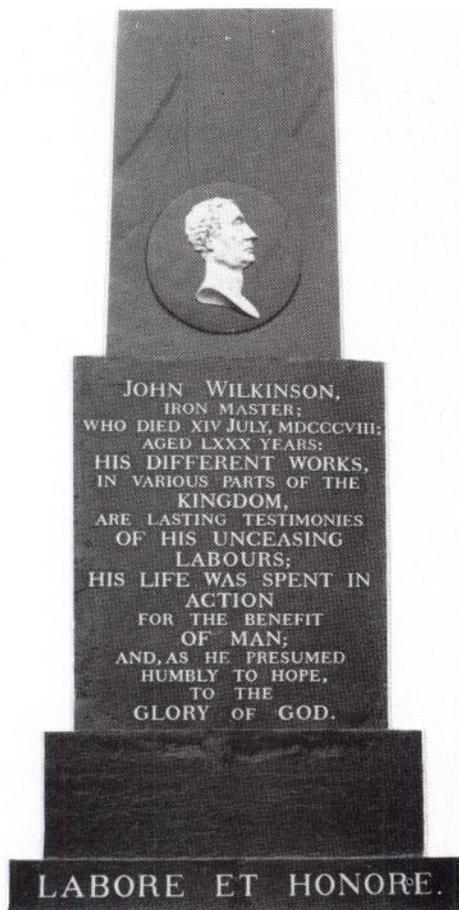
The Lindale Monument is not the only reminder of Wilkinson's strong presence in Cumbria. A few miles distant, near the sadly decaying Backbarrow site, is the house known as **Bare Syke**, occupied by the Wilkinsons when John's father, Isaac, was working at Backbarrow. Lindale Church is just a few hundred yards from the monument: as well as containing the



*The recently-restored John Wilkinson Monument at Lindale in Cumbria.*

*As long ago as 1914, the monument was thought to be in danger. H W Dickinson included this picture in his book, and promised proceeds from sales towards its restoration. Taken from the same spot as the modern picture above.*





*Close-up of the inscription plaque and portrait at the base of the restored monument.*



*Castle Head, Wilkinson's home from about 1779 onwards. The monument originally stood in the trees to the left of the house before being taken down by the Mucklow family in the 19th century.*



*A cow shed at Wilson House Farm is supported by cast iron pipes made for the Paris Waterworks. They must have been surplus to requirements, as the Paris contract was completed successfully.*



family vault in which Wilkinson's body is thought to have been eventually interred, there is an interesting plaque in memory of his second wife. **Castle Head**, which was John Wilkinson's home from about 1779 onwards, survives (though altered from Wilkinson's time) as a successful field studies centre, one of the directors, Mr Frank Dawson, having become a great Wilkinson devotee since taking over the house some years ago. **Wilson House Farm**, a place where there was once a furnace and where various interesting experiments took place, has a remarkable survival in the form of a cow shed supported by eighteenth century ironwork (see picture).

**Trusthouse Forte Conservation Grants.** A nationwide scheme has been launched by Trusthouse Forte and the Conservation Foundation to help local communities launch conservation projects — with grants of £1,800 being made every month. An independent panel of assessors has been appointed, and the scope of the scheme is intended to be as wide as possible. An application form can be obtained at any **Trusthouse Forte hotel, Little Chef or Motorway Service Area** throughout the country. All affiliated societies should consider making applications — to show Trusthouse Forte the very wide range of activities carried out by industrial archaeologists, and the very considerable good that can be generated for the benefit of local communities by relatively modest help from British industry.

**Saving Industrial Housing.** Great emphasis is being placed by the Department of the Environment inspectors on the re-use of buildings where objection is being made to demolition. Where

industrial housing is concerned, often the only practical re-use is for continued use as housing but with modern facilities and an important consideration is often the ease which purchasers in the future will find in obtaining mortgage advances. A useful series of publications are those issued by the **Nationwide Building Society** giving details of its lending throughout the country. A recent publication (November 1984) has been entitled '**Lending in the major conurbations**' and sets out details of the breakdown of lending in the various built-up areas throughout Great Britain — giving the average ages of borrowers, the type of employment, household income and prices paid for buildings. This could all prove useful ammunition in justifying retention of buildings.

**A New Future for Large Buildings.** In issue No 1, 1985, of **Property** which is the quarterly publication of Property Agents International Limited, Bruce Kinloch, the commercial property correspondent of **The Daily Telegraph**, writes under the above title. He at first reminds readers that a few years ago any large building was snapped up by pension funds and the like because of the rapid appreciation of commercial property. Then came the recession and large buildings became white elephants. Small became beautiful again. Pension funds became willing to sell large properties — if they could. Therefore came unitisation. The theory of unitisation means the division of a building into shares or units which can be acquired by more than one investor. Dividing the property physically has always created problems for securing satisfactory legal title, but this concept is much more an investment vehicle. A company is formed to acquire the building, divide and let

it or sell it in parts. The Memorandum and Articles of Association of the Company contain provision for any of the investors to be able to sell their 'Certificate' of part ownership to the consortium of owners without forcing a sale of the entire physical property. In effect, it is the establishment of a type of unit trust where the owners would be a consortium of banks, pension funds, and the like. There would be an agreed formula for valuing the certificates at any time.

Promotion of such unit trust schemes by the Metropolitan Authorities in Northern England (or their successors) could well be a solution to the problems of large numbers of disused large industrial buildings.

**BR Forms Heritage Trust.** The British Railways Board has recently announced the creation of an independent Railway Heritage Trust — whose primary objective is to preserve and enhance Britain's rail heritage of listed buildings and other historic structures coupled with the encouragement of the public's enjoyment of them.

It is a specific intention of the Trust to encourage similar support from other outside parties who also share these objectives. The Trust is registered as a company limited by guarantee and commenced operations in April 1985. The first Chairman is to be the Honourable William McAlpine — and the Executive Board will consist of Marcus Binney, Simon Jenkins and Leslie Soane. The Trust's address is Fifth Floor, Melton House, 65 Clarendon Road, Watford WD2 1DP. (Telephone Watford: 44311 — Extension 7340).

It is thought that the Trust will have two main areas of operation:

Operational buildings and structures – the Trust will receive an allocation from the British Railways Board, which for the year 1985/86 will be £1m. The Trust will then make grants to regional/local management, normally on the basis of an agreed scheme.

Non-operational assets – In this case it is thought that the Trust will operate as a catalyst between the British Railways Property Board and outside parties. The source for funding in this case will be the British Rail Property Board which will make endowments in suitable cases – probably only where contributions are received from outside bodies and public subscription.

The Trust will **concentrate** on the conservation of listed buildings and other structures. The central environment fund will continue to operate and involves a pound for pound contribution to many locally supported projects.

When making an application for assistance to the Trust the following points should be noted:

- 1 Requests should be associated with listed buildings or buildings within conservation areas (the British Railways Board Chief Architect issued *'Listed Buildings List No 15'* in March 1984).
- 2 A request should normally be associated with a scheme for a station or area.
- 3 It should be noted that the Trust will not normally finance arrears of maintenance work.

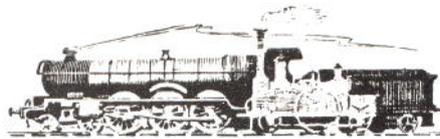
The form of application could initially be a simple letter describing the scheme in outline, naming any interested outside parties, giving an idea of the scale of costs, time scale of work, and the provision of photographs. It is not clear whether the support of local British Rail Management is required. It is suggested that proposals for schemes could come from either area or regional level, and therefore early liaison by local IA societies or groups with their own local management would seem desirable if not essential. Professional expertise will be available from British Rail's regional Civil Engineers and Architects Departments. Emphasis is to be placed on having **A well defined use for restored buildings** if no British Rail User is proposed. In this case the British Rail Property Board would need to be consulted at an early stage.

Although probably only initially a different procedure for the spending of funds which would have been used for the same purpose in any case, the insertion of an independent element to the preservation of railway buildings is to be welcomed, and all industrial archaeologists should try to ensure that the scheme is supported and given concrete examples of preservation projects. If details of any submissions to the Trust are given to the AIA, the Council will try to monitor progress and offer support where possible.

**Steam Trains to Stratford.** Birmingham Railway Museum made a major contribution to the 150th Anniversary Celebrations of the Great Western Railway. As a fitting tribute to the part played by the GWR in serving and developing Birmingham and the West Midlands, the Museum held a major Steam and Vintage Transport Event over the weekend of June 8 and 9, with a crowning achievement by the running of steam trains between Tyseley and Stratford-upon-Avon via the North Warwickshire Line. These were not 'one-off' trains: a complete timetabled schedule

of four steam-hauled trains ran on both the Saturday and Sunday. It was the first opportunity to travel by steam train from Birmingham to Stratford for over ten years. Both the Museum's flagship locomotives were in use, 7029 *Clun Castle* revisited her old haunts, whilst for 5593 *Kolhapur* it was her first passenger-hauled excursion since her withdrawal and subsequent preservation in 1967.

As part of National GW150 year, replica broad gauge steam locomotive *'Iron Duke'* was visiting the Museum for the month of June. *'Iron Duke'* came complete with its own length of broad gauge track and was an interesting exhibit in this GWR150 year.



150th Anniversary of the Great Western Railway

HRH The Duke of Gloucester visited **Birmingham Railway Museum** on Wednesday 5th June 1985, and re-commissioned the Semi-Royal Saloon 9001.

This Saloon, which was used by Churchill and Eisenhower as a travelling office during the War, has been restored by trainees on the Museum's MSC Scheme.

HRH travelled in the coach hauled by 7029 *Clun Castle* and 5593 *Kolhapur* to Moor Street Station and opened the GW150 Exhibition Train.

#### **Railways Past and Present** August 3-9 1985

A residential course based on Avoncraft College, Hanbury Road, Stoke Heath, Bromsgrove, Worcestershire B60 4JS, telephone 0527-31331. Taking advantage of GW 150, the anniversary celebrations of the Great Western Railway, the course will examine the impact that railways and railwaymen have had on the country in general and the Midlands in particular. Cost, fully inclusive, £102.00 plus VAT.

**Bluebell Anniversary.** It would be a pity if, during the razzmatazz of the Great Western 150 celebrations, another highly significant railway anniversary were to be forgotten. This is the 25th anniversary of the setting up of the **Bluebell Railway**, between Horsted Keynes and Sheffield Park in East Sussex. It is a sobering thought that a preserved line has now been operating steam trains for a period approaching a quarter of the independent life of the Great Western.

The story of the setting up of the Bluebell Railway has been told in detail elsewhere. Suffice it to say that British Railways attempted their now familiar technique of 'closure by stealth' by failing to re-open the line after a rail strike in the 1950s and then operating a service deliberately inconveniencing travellers when they were legally forced to re-introduce trains. (Similarities with the Settle-Carlisle line purely coincidental!)

Being one of the first in the field as far as standard-gauge steam working railways were concerned, the Bluebell was able to acquire a number of interesting locomotives, such as the LSWR Adams 4-4-2 tank engine, the North London Railway tank engine, and the celebrated GWR *'Dukedog'*. Their standards of restoration of locomotives, rolling stock, signalling equipment and stations have been second to none. Nevertheless, their activities have always been limited by the shortness of their line and, since the closure of the route via Ardingly, their isolation from the British Rail network which preserved lines have recently realised is so valuable to them. Since the line south of Sheffield Park was unavailable, the Bluebell has for some years considered the possibility of re-opening their rails in a northerly direction, to connect with BR at East Grinstead. This plan has been vigorously and vociferously opposed by all local landowners, and eventually a public inquiry was called.

At Easter the findings of the public inquiry were announced, and happily the Government has decided in favour of the continuation north to East Grinstead. This does not mean that landowners will automatically co-operate, of course, though it is hoped that there will be



**High standards of restoration are exemplified in this view of Southern Railway 'Schools' class locomotive 928 'Stowe', seen here at Sheffield Park. This engine has been inactive for many years at Beaulieu Motor Museum and elsewhere before being restored to running condition on the Bluebell Railway.**

some beneficial effect as a result. The Bluebell, on the other hand, still have to raise necessary money and proceed diplomatically towards their objective. Let us hope that in another 25 years the Bluebell Railway will be continuing to thrive, and will have reached East Grinstead long since.

New canals are rare and new canal tunnels virtually unknown of, but one was officially opened on April 23rd an adjunct to the famous Dudley system and we are grateful to Kelvin Lake of IA Recordings of Jackfield, Shropshire, for the chance to reproduce a few pictures. The new tunnel was cut for the Dudley Metropolitan Council (as an addition to the leisure facilities of the Council: boat trips into it will be run by the Dudley Canal Trust) and the contractors were Thyssen. IA Recordings had a video crew (all members of the Canal Trust) in position during the project and made a forty-minute video film which provides a rarely seen glimpse of modern underground construction techniques during the cutting of this link from the existing Dudley Canal tunnel to the intriguing Singer cavern, the first canal tunnel to be cut for over 120 years.

The tape is available in both VHS and Betamax formats at £29.75 or in U-matic at £49.45, from IA Recordings, Unit 3, Maws Craft Centre, Ferry Road, Jackfield, Telford, Shropshire TF8 7LS.

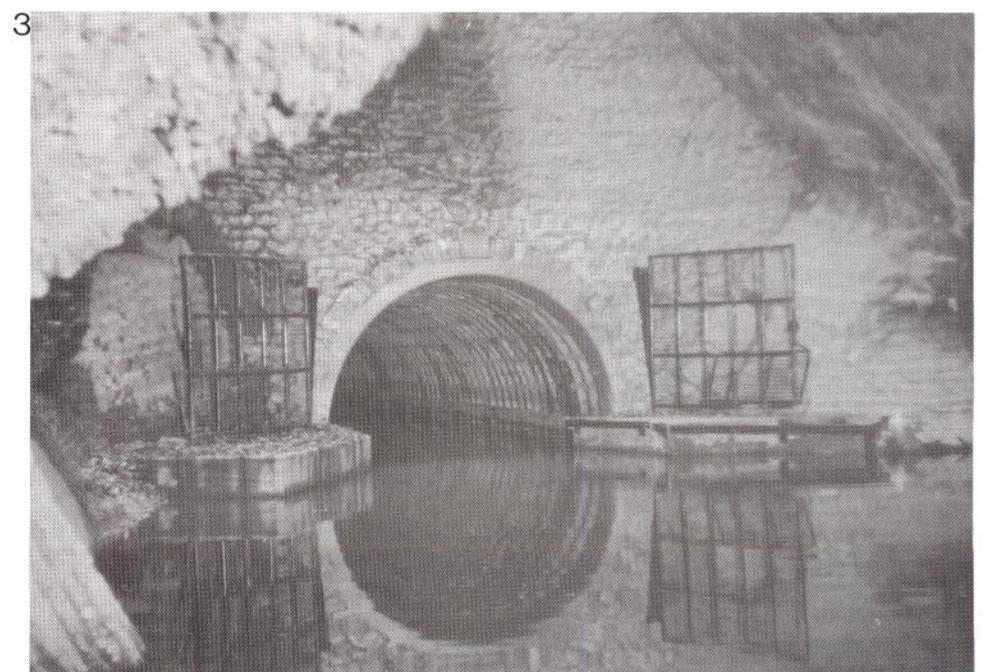
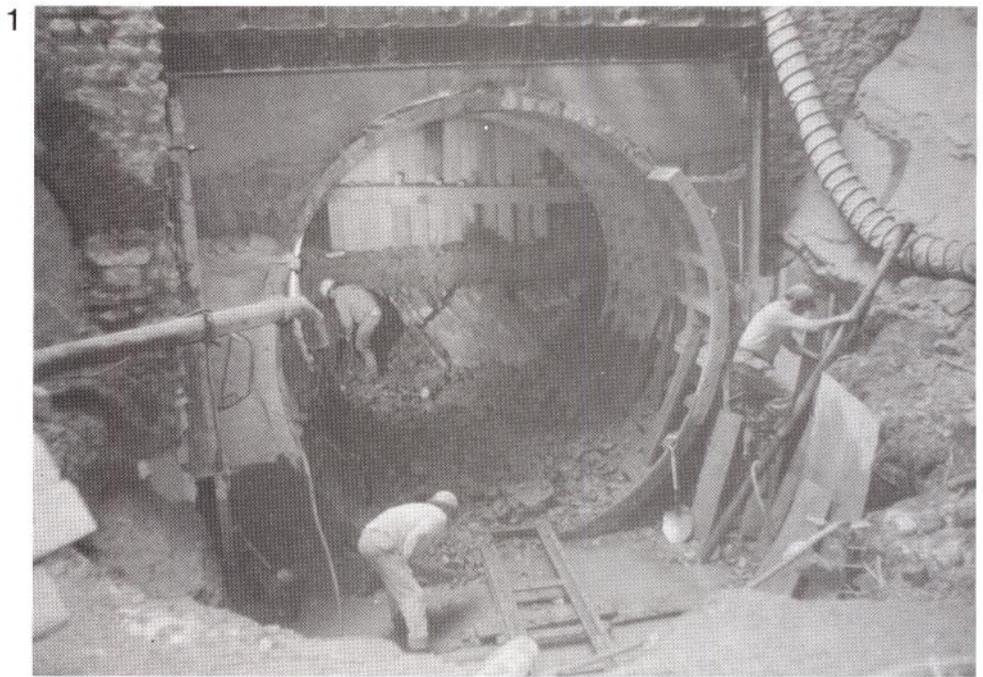
1 *The tunnel lining is formed by concrete rings, each built of seven 500 kilo sections, manhandled into position.*

2 *To make the Singer cavern safe for visitors the problem of rock dropping from the roof had to be solved. This was tackled by inserting several hundred four metre long bolts into the hanging wall. After scaffolding had been erected in the thirty metre high cavern, the drilling crews moved in. Once holes had been drilled the rock bolts were inserted and 'glued' into position. By tightening the bolts the surrounding rock was put under tension, effectively turning the wall into a stressed beam.*

3 *The new canal entrance as seen from the 'Well', one of the few openings from the Dudley Canal tunnel to the outside world. As the new tunnel is private, the gates are closed when boat trips are not running.*

**Gunpowder Mills Study Group.** The inaugural meeting of this national group was held on 16 March 1985 at Birkbeck College, London, by invitation of Professor Michael Wilks. It was attended by about thirty-five invited people who are interested in various aspects of the history of gunpowder manufacture in Britain. Most were from the south-east but Devon, Cornwall, Somerset and Wales were also represented. Unfortunately others from Scotland, Ireland and the Lake District were unable to attend.

Much of the value of the group will be in the advice and help which individuals can offer each other and this was much in evidence at the meeting. Members introduced themselves and their interests and several people showed slides covering sites, transport and manufacturing processes. On the following morning some members visited the Middlesex sites of Crane Park, Twickenham and Bedfont, where excava-



tions are being carried out by the **Bedfont Research Group**, the **West London Archaeological Field Group** and the **Greater London Industrial Archaeology Society**. In the afternoon some went on to Guildford in Surrey for a tour of the Chilworth gunpowder site. The drawing shows the remains of incorporating mills at Chilworth of ca 1865.

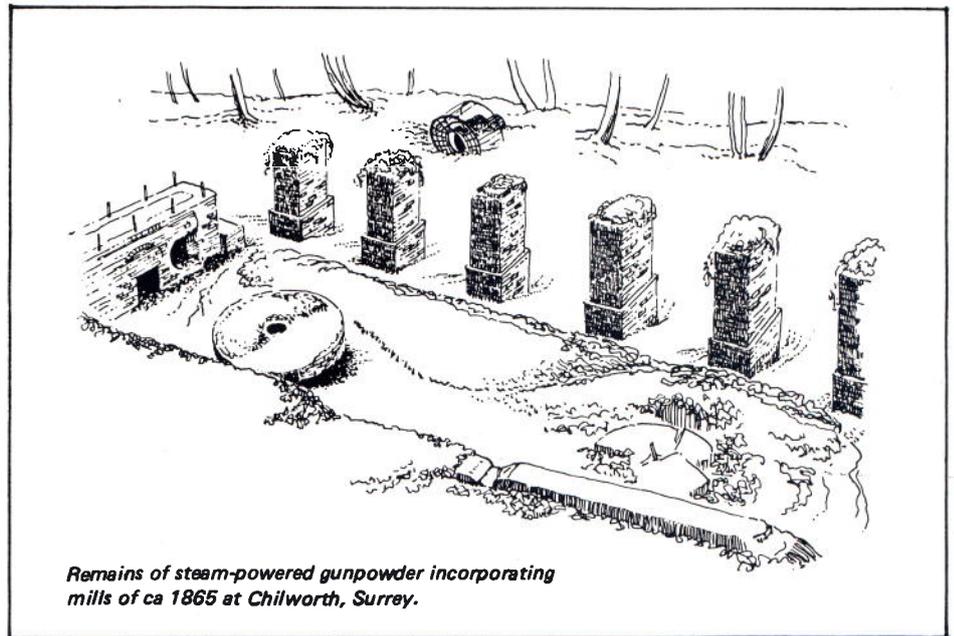
The meeting was convened by Alan and Glenys Crocker of the **Surrey Industrial History Group** and Phil Philo of **Gunnersbury Park Museum**. It was decided to keep the organisation informal for the present and, in order to keep administrative chores to a minimum, to restrict membership to those who are involved in research on the subject. The group will deal with black powder primarily, but not exclusively because of the overlap with more modern explosives and propellants, both in some aspects of the manufacturing methods and in the occupation of factory sites. The first objective is to compile a gazetteer for which information is being collated by Glenys Crocker. Another meeting, to be held at Woolwich, is fixed for 12 October 1985. Information may be obtained from P Philo, Gunnersbury Park Museum, London W3 8LQ (tel 01-992-1612).

**New Lanark's Easter Steam Fair** formed the first event of the 1985 season, which marks the celebration of the historic village's bicentenary. In spite of very poor weather on two of the three days of the Easter holiday, the New Lanark Conservation Trust and village tradesmen considered the event a great success, with 8000 visitors passing through the village. Ironically, heavy rain added to the attractions, with many visitors walking through the Falls of Clyde Nature Reserve to see a spectacular display at the Falls.

Attractions in the village included steam engines, stationary engines, vintage tractors and commercials, a miniature railway, fairground organ and roundabout. For the first time visitors were admitted to the mills with a temporary exhibition and model display in Mill No 3. Village Manager Jim Arnold said *'We are sure this highly successful event marks the start of a popular and rewarding bicentenary year'*.

**Dorothea Restoration Engineers Limited.**

Following the decision in 1984 by Dorothea to establish a 'Dorothea Award' administered and awarded by the AIA, it might seem appropriate to consider the work carried out by the Company — and varied it is too. It ranges from ironwork for the arcade to the Hounds Hill Shopping Centre, Blackpool, to a feature staircase for Le Jardin restaurant at the Bond Street Shopping Centre in Leeds. These show how specialising in historic technologies can reap commercial rewards in the 1980s. If one had to choose a project for their sheer beauty, then the design manufacture and restoration of the railings and gates at Warrington Town Hall must surely take pride of place. No-one who has seen these could doubt the skill of the Company. But these elaborate gates lead on to the ability of the Company to reproduce the component parts of them for use in different designs elsewhere. Types of ironwork are now becoming available which have simply been unobtainable for many years at any price. While the Warrington Town Hall gates may be the glory of recent work, more mundane jobs are not shunned. The range of cast iron street furniture,



*Remains of steam-powered gunpowder incorporating mills of ca 1865 at Chilworth, Surrey.*

*The drawing shows two bedstones each of which had a pair of edge runners driven from below. A steam engine bed is shown at the left and in the background is the top of the associated chimney stack with its inspection platform still attached.*



benches and tables may appeal to many members. When conversion or modernization of historic industrial buildings are being considered, local affiliated societies could do worse than remind developers of the existence of facilities to produce replicas of cast ironwork where the original cannot be saved, but where it is important that a modern replacement follows the style of the original. Items such as missing cast iron window frames can make an immense difference to the visual effect of a building — so if new ones can be supplied from stock or new manufacture, local planning authorities should be helped to ensure satisfactory conservation by being kept informed of the support of the products available. The Association is sure that other firms could supply such products, but certainly Dorothea Restoration Engineers Limited has an extremely wide range of talents — including being steam and water power engineers, design architectural and museum consultants, undertaking restoration of mill work and other machinery, and providing cast iron and

decorative structures.

The Company is now promoting — jointly with Brunel Engineering Centre Trust — the Dorothea Training Workshop which has been established in Bristol to combine the skills and experience of Dorothea's own engineers with the facilities and labour resources of the Brunel Engineering Centre Trust. Housed in the vaults of Bristol old station, beneath Brunel's original engine shed, commissions will be accepted from clients who may be faced with difficulties in funding works on a strictly commercial basis. The workshop has been approved for MSC scheme funding.

The sixteenth annual conference of Western IA Societies was held at Strode Theatre, Street, Somerset on 16th March when a hundred or so members and friends from the West of England and South Wales heard a series of talks by representatives of IA societies and kindred organisations. David Bick (Welsh Mines Society) talked of *Cast-iron firebricks in Gloucestershire*,

c Rowena Oliver 1985.

Douglas Jackson (South Wiltshire IA Society) of *Salisbury Maltings*, Tony Jukes (Oxford House IA Society, Risca) about *The Machen and Rumney Tramroad* whilst Bill Newby (The Trevithick Society) showed two classic films of the steam engines at Taylor's and Robinson's Shafts after discussing his Society's *Golden Jubilee Celebrations*. Amber Patrick (Gloucestershire Society for IA) gave details of her survey of *Cricklade Street Maltings, Cirencester* and Robin Stiles and John Cornwall revealed Bristol Industrial Archaeology Society's interest in the *Bitton (Avon) coal-mine ventilating shaft*.

Hosts for this year's conference was the Somerset IA Society (Brian Murlless chairing the whole day in exemplary fashion) and it set the tone for the whole day when Iain Miles (Westonzoyland Engine Trust) opened the batting with his fine paper entitled *The IA of land Drainage in Somerset*. This showed how far IA in the west has progressed since the 1st Western Societies Conference at the University of Bath in 1969. Iain began at the beginning, in pre-historic days, and traced the problem of flooding due to river water from the higher lands meeting spring tides from the coastal area, inundating the central alluvial lowlands, through Roman and medieval times until in the 17th, 18th and 19th centuries, when spurred on by the successes of the Dutch in dealing with similar (albeit much larger) problems, Vermuyden was engaged in a venture which came to naught.

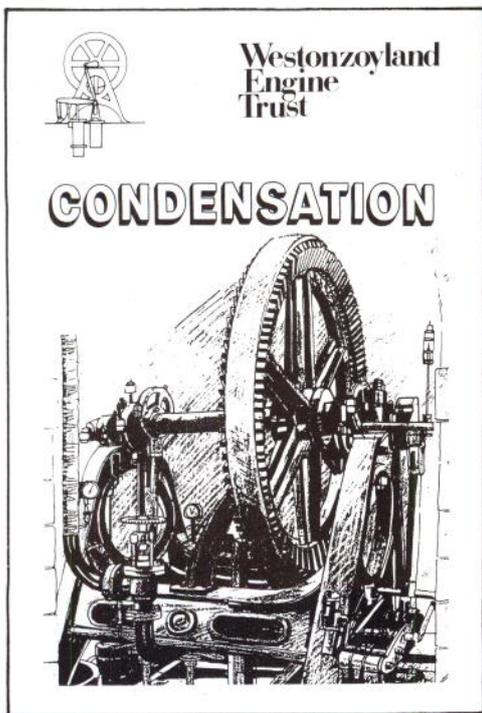
Large-scale civil engineering came under Jessop's influence in the late 18th century and major alterations to river courses and drainage channels took place in 1802, 1829 and 1883. Meanwhile steam pumping engines had been introduced from 1830, when an Act of Parliament was obtained to form an internal Drainage Board at Westonzoyland involving an area of some 2000 acres. An Eason and Amos 27hp beam engine driving a scoop wheel pump was installed in 1830/31 at the first of some thirty pumping stations built or modified on the Somerset Levels, all tabulated and classified by Iain up to the Currymoor electric archimedian screw commissioned in 1984. The Somerset division of the Wessex Water Authority comprises 760000 acres, of which 157000 are below Spring Tide Level.

Most of these facets of the Somerset Land Drainage story were illustrated by over 40 carefully selected slides and the point was reiterated that without this constant struggle against the natural forces in Somerset's wetlands, the county could never have become the important dairy-farming area it is.

A fascinating story and all the more impressive when you know that Iain Miles' main interest (some might say obsession) is with the restoration (now well advanced) of the Westonzoyland pumping engine and its development into the centre piece of the Westonzoyland Pumping Station Museum. This splendid project, controlled by the Westonzoyland Engine Trust produces an excellent newsletter, *Condensation*, from which the drawing below is extracted and of course is continually looking for new visitors to show round their hallowed ground. For all the details contact Iain or Mary Miles at Rose Cottage, Lower Durston, Taunton, Somerset. (Telephone (0823) 412713.)

the first practical laboratory he had ever seen. Thankfully, the Department of the Environment agreed that the building was worthy of protection, and it has now been listed. However, while fighting this battle, Paul Stephens found that the Copperhouse Dock — at the head of the canal built to the harbour entrance and again built out of Copperhouse slag blocks — wasn't listed either — more worryingly because the local water authority had been carrying out works which affected part of it. This is now also the subject of an application for listing.

**County Industrial Archaeologists.** This term is almost a misnomer in itself, for while many councils now have county archaeologists, there are none with county industrial archaeologists as such. The AIA has recently carried out a random sample survey of the work being carried on by county archaeologists and the extent to which they are aware of the need to consider industrial sites and monuments as a separate sub-



**Listing Historic Buildings.** It is frightening how many buildings of interest to the industrial archaeologist are not listed. The Secretary of the IA recently had cause to enquire whether Riviera House, Hayle, in Cornwall was listed when the building was advertised for sale in the press. It had been used as a youth hostel for many years, but had previously been occupied by the author, Compton McKenzie. The house dates from the late 18th century, and was built for and to the design of John Edwards who was the manager of the Cornish Copper Company who had moved their smelting works to Hayle from Carn Entral, near Camborne. The smelting works was not long lived, but transmuted itself into Sandys, Carne and Vivian, who traded as the Copperhouse Foundry and who manufactured a wide variety of products, including Cornish beam pumping engines and bridge chains. Riviera House was reached from the Company's works by the 'Black Bridge' which was constructed out of blocks cast from the run-off copper slag. Riviera House itself was also noted for the fact that its cellar was fitted out by John Edwards as a laboratory, and it is likely that it was there that Gilbert Davies brought the young Humphry Davy — probably

division, with special consultation with local IA groups.

In **Cambridgeshire**, it was felt that the sites and monuments record — now being computerised — covered mills fairly thoroughly, but it was accepted that the recording of industrial monuments was not adequately covered — perhaps because so far the local authority had been unable to persuade a member of the local industrial archaeology society to attend meetings of the archaeological committee or to deposit any information. As the county archaeologist would not normally expect the planning authorities to consult on matters relating to industrial archaeology (except where the sites were scheduled ancient monuments) this is an obvious drawback.

The planning department of **Berkshire County Council** is used to imposing planning conditions to safeguard sites of archaeological importance in the following terms:-

*'The County Council's Archaeological Officer shall be given at least two weeks notice in writing of the date of commencement of work on the site and an opportunity to record and remove any archaeological remains so long as this does not obstruct the building works on site.'*

The policy justification for such a condition is taken to be that in the county structure plan which requires that 'The most important archaeological remains and evidence . . . should be safeguarded' and that 'There should be appropriate examination and recording of all threatened archaeological features and evidence'.

In **Cheshire**, responsibility for industrial archaeology is held by the conservation group of the planning department. An index of industrial archaeological sites and monuments for the county is kept on the county council's computer but as usual the county planning officer comments that '*Personally I have difficulty in defining barriers between archaeology and industrial archaeology, both in type of site and in time period, and I would be happier not to divide them formally in any way*'. On the question of consultation, the county planning officer believed that 'Where consultation may fall down, and where industrial archaeologists themselves can fall down, is that the effect of industrial processes, are not confined to machines and structures. Whole landscapes result from extraction of raw material and the tipping of waste materials. How much of this should be recorded, or the much more emotive question, how much of it should be preserved, is a less easy question to answer and one that is rarely faced'.

In the **County of Avon**, the district planning authorities do appear to seek advice on industrial archaeological sites, although not invariably. Two conservation officers of the county council deal with industrial archaeology matters and usually liaise with the Bristol Industrial Archaeology Society. An example of a local society making its voice heard effectively.

Another good example of contact between a county council and local industrial archaeological society is the case of **Devon County Council** and the Exeter Industrial Archaeology Group.



**Blacksmithing Returns to Sloss.** A second season of blacksmithing demonstrations at Sloss began on Saturday May 25 when John Beckwith, well-known Birmingham (Alabama) artist-blacksmith, worked at the anvil. He will continue every Saturday and Sunday afternoon from 1.00 until 4.00 throughout the spring, summer and autumn.

Blacksmithing fans will want to make a special trip to Sloss to examine the new gate in the Visitor's Centre. The 5-foot by 8-foot steel gate was designed and forged by more than two dozen blacksmiths who participated in the Birmingham Blacksmithing Festival, held at Sloss in September of 1983. During the winter and spring blacksmiths from Birmingham and Huntsville put the finishing touches on the gate, and it was recently installed at the Sloss Visitor's Centre.

Sloss will host the second Birmingham Blacksmithing Festival on the weekend of November 17, 1985.

For additional information about blacksmithing at Sloss, or for information on tours or other special events, call Randell Lawrence at Sloss

Furnaces National Historic Landmark, 1st Avenue North, PO Box 35202, Birmingham, Alabama, USA.

**Excavation at Cliviger, Lancashire.** Sheddon Clough, 3½ miles from Burnley, is the subject of a recent excavation after the discovery of a series of limestone hushings. The excavations have revealed a series of goits, ponds and races with accompanying lime kilns and tracks. The excavations are planned to continue and a trail is planned for public use.



**Working Weekend.** This year's discussions centred on planning inquiries and the listing and scheduling exercise currently being undertaken. Ms Carole Ryan, of Shropshire County Council Planning Office, opened the session by outlining the local authority's position in planning matters: Keith Reedman gave an account of the Derbyshire Archaeological Society's experiences in planning inquiries, to cover the local societies' approaches. John Crompton then outlined the AIA's position and intentions as a national co-ordinating body for industrial archaeology under threat. He was also able to introduce Peter White, of English Heritage, at a later session at which Mr White was able to discuss with representatives the Inspectorate's Manual of Instructions for the re-listing survey. A number of points of interest to local societies were raised, notably the lack of consultation of local societies by local authorities which had resulted in the omission of important sites or buildings. The experience of the Norfolk and North Western Societies was quoted as typical of the lack of consultation. Mr White saw no reason why new information should not be included and acknowledged that many earlier lists were out of date. Representatives generally expressed dissatisfaction with the consultation procedures, and in order to make the procedures as laid down more widely available, it was suggested that the AIA might circulate extracts from the Manual to societies, or that an article be prepared by Mr White and Mr Crompton; these points to be discussed further. Discussion took place on the difficulties of proving deliberate neglect; on the position of inter-war building and on cases of pre-emptive destruction in order to avoid the liability of a listed building which needed repair. Mr White pointed out that local societies should contact the re-survey teams if they were not satisfied with the conduct of the survey in their areas, and ask the team to justify omissions, and also that he would himself take action from London if local societies experienced difficulties with the re-listing process.

At the discussion sessions on Sunday a number of topics were raised. Representatives were informed of the SPAB's survey of threshing barns; they supply a simple form for each one, and guidelines for doing their survey. (Your liaison officer will follow up the suggestion of contact with the SPAB for further details).

Several points were raised concerning the recording sheets for IA sites: details will, we

hope, be available in the light of this discussion for the special affiliated societies' issue of the *Bulletin* later this year; On depositing records, it was emphasised that they should no longer go to Bath, but that a policy of depositing one copy locally and one with the National Monuments Record of the county concerned should be encouraged. Local societies would each need to decide the best local repository, though Stephen Croad of the National Monuments Record would often be able to help with suggestions.

A competition is to be launched to find the best work in recording IA sites; it will be open to non-AIA members as well as to members and affiliated societies.

It was agreed that an annual factsheet should be published in the special issue *Bulletin*, with names and addresses of individuals, organisations and societies connected with IA. Other points of agreement were that the AIA should sponsor plaques for listed industrial buildings on the lines of Scottish practice; that the AIA should follow up the report *Mills in the 80s*, perhaps offering advice on which buildings to retain, and that it should liaise with the appropriate bodies. AIA publicity leaflets were requested for distribution at events such as the regional IA conferences in order to increase recruitment, and representatives were urged to bring someone from another society, affiliated or not, with them to the March weekend conference, since attendance was low; nevertheless, those who came found it worth while for their societies. Representatives were concerned that the Institute of IA students were not encouraged to join either the AIA or a local society and it was felt that closer contacts with the Institute should be encouraged.

Possible topics suggested for next year were discussions with developers on the re-use of buildings, and a speaker from the Institute to explain its work and obtain feedback on student projects.

The affiliation scheme itself was considered, since some society members were questioning its purpose. As a result of discussion, it was noted that the AIA could help with public inquiries, and that generally a representative was present at regional conferences and available for consultation, but that as the AIA did not wish to interfere in the running of local societies, it was up to them to contact the AIA if assistance was needed. It was decided that a questionnaire would be circulated in order to ascertain how societies felt the affiliation scheme was working, and to collect comments and suggestions; and also that a special issue *Bulletin* would be compiled which would be devoted to matters of interest to local societies and would be circulated to all members of affiliated societies.

#### Trail Notifications Received:

a) *the Huguenot Heritage Trail 1985* is published by the English Tourist Board; this is a guide to four car trails to commemorate the tercentenary of the flight of the Huguenots to England. It covers details of their industrial and artistic heritage, and is available from Tourist Information Centres.

b) a leaflet on *The Wonders of Wydean* gives details of industrial sites in the Wydean area, including the Dean Heritage Museum Trust, the Dean Forest Railway and the iron mines at Clearwell Caves and Puzzle Wood. From the

Wydean Tourist Board, 20 Broad Street, Ross-on-Wye, Herefordshire HR9 7AE.

**General.** AIA ties are now available at £4.50 each, and will be on sale at the September Conference.

There is no Society profile this time, not simply because there's no space as a result of the conference report, but because I've actually run out of them. If you want **your** society's work to go on record, persuade some willing member (perhaps even bribe someone with the odd pint or two) to write a paragraph or so about yourselves!

*Janet Spavold*

NIAS Newsletter, a lively, informative eight page publication from the Norfolk Industrial Archaeology Society recently contained this interesting account of building block manufacture at Thetford:

### **Two Mile Bottom – Thetford – Norfolk.**

Another industrial process began here in October 1976 where Thermalite Ltd opened their new factory, and a recent visit revealed that the manufacture of the mundane breeze block is not without interest. The place emits an atmosphere reminiscent of a brickworks in high gear, and of special interest to the discerning – the whole process is carried out by the intensive use of narrow-gauge railways! Thermalite blocks are manufactured from a waste product of coal-fired power stations, viz fly-ash plus cement, sand and lime. About 43,000 blocks are produced each day, using 17 workers on two shifts.

No less than 200 flat waggons are used on the labyrinth of 2'0" gauge tracks. The raw mix is formed into a cake which, sitting on its steel pallet journeys along conveyors to undergo trimming to shape, and wire-cutting in two directions, using the traditional 'cheese-wire' method (each cake yielding 108 x 4" blocks). The pallet is picked off the conveyor and swung overhead onto a waggon and pushed into one of five steam-drying tunnels, until a train of 18 waggons is assembled in each. After 5 hours at 40psi the train is drawn onto the large hydraulic-powered traverser which then travels along at right-angles to the tracks before pushing the waggons into one of a bank of 13 'autoclave' chambers.

Having endured 12 hours at 140psi the train is drawn out onto the traverser again and run onto one of the three tracks running alongside the tunnels, where the now rock-hard Thermalite blocks are unloaded. The empty waggons are then hauled forward by a rope winch, uncoupled and returned to the process via a small hand-operated traverser.

The volume of traffic generated by the factory must be enormous, what a pity they took away the standard-gauge railway!

*Chris Fisher*

Recent issues of AIA Bulletin contained news (gleaned from Focus on IA... the newsheet of the Southampton University IA Group) of the restoration of Short Sunderland flying boat G-BJHS at Calshot Spit. Focus 23 at the beginning of this year contained the perfect finale to these notes...

'The great white bird of Calshot' found its wings on November 20th and proved that it was no 'white elephant' – in spite of the humorous

last-minute adornment on the tail of a white elephant symbol.

Despite a late offer from Hampshire County Council to extend the lease at Calshot Spit beyond the end of November into the spring, the lure of covered accommodation for the winter at Chatham dockyard was too tempting to turn down and the 'boat was hastily made ready to fly during October. Severe condensation brought on by frost last winter caused corrosion in the frame and plating and, as this was treated during the year, a repeat performance in the open during another winter was not welcomed.

As the aircraft would have had to move on November 3rd clear of the area where the Bonfire Night celebrations were to take place, it was refloated the previous day and moored a few hundred yards north of the Spit. Limited trials took place on the 12th, with full trials on Saturday 17th when for 2 hours it was put through its paces on a half-mile stretch of water between Calshot and Cowes in preparation for the flight to Chatham planned for the 18th. However, despite fairly good conditions on Southampton Water mid-morning, fog on the Medway prevented the departure which was postponed until the 20th.

A 10.30 departure on that day was delayed once again by fog in Kent, but at 11.30, in perfect conditions, the 40-year-old **Sunderland** took off northwards from Calshot, lifting from the water after a half-mile run, gaining height towards Fawley jetty where it turned and made a low farewell pass over the Spit, which had been its home for 2 years. It headed eastwards down the Solent to fly below 1000 ft at 80 knots along the coast to Beachy Head, then northwards to the Medway where it arrived about 45 minutes later in good conditions, the fog having lifted.

It was flown by jump-jet pilot Capt Kenn Emmott and Canadian co-pilot Capt Reg Young, whose normal duties involve piloting the huge **Martin Mars** flying boats in western Canada on their 'water-bombing' sorties. He commented that compared with the Mars, the Sunderland 'handles like a fighter'.

The **Sunderland**, G-BJHS, had recently been renamed '**Sir Arthur Gouge**' in honour of the Shorts designer who was responsible for many of their flying-board designs, and was General Manager when the **Sunderland** was designed in the mid-1930s. He was knighted in 1948. The prototype **Sunderland**, S25, first flew on the Medway from Shorts' Rochester works on October 16, 1937... can we hope to see a 50th anniversary flight in 1987 by the sole surviving flying **Sunderland**?

The arrangement at Chatham is for 6 months until the work is completed, mostly internal fitting-out, and the CAA flying certificate gained, then its future will be reviewed. There is no commitment on either side to stay at Chatham, although the authorities there have a different attitude from that of HCC in recognising a potential tourist attraction, and they hope that it will stay to eventually carry out flights from the Medway. Their gain is definitely Calshot's loss.

Air enthusiasts in Australia are hoping that it will be returning there but present regulations prevent historic aircraft over 25 years old from leaving that country and the owner, Edward Hulton, wants to be free to make his own decisions as to where he takes it. The Australian airline QANTAS has expressed an interest in sponsorship.

*Angela Smith*

**Sussex Industrial Archaeology Society.** Always an active group, Newsletter No 46 of the Sussex Society includes reports from area secretaries and a field guide to the IA of Sussex. There is news from the Chalk Pits Museum and the Sussex Farm Trust, together with details of recording for beginners. It is pleasing to see details of AIA matters being included in their newsletter but of particular interest is a brief article by Ron Martin, their General secretary, mentioning the subject of archival material and your will. This delicate subject has been tactfully approached by Ron and this seems so pertinent to many people's situation that it has been reproduced in full. Further details from Ron Martin, General Secretary, Sussex IA Society, 42 Falmer Avenue, Saltdean, Brighton BN2 8FG.

**What's in Your Will.** It has seemed to me for some time that there is a lot of Industrial Archaeological material which members have acquired, collected, photographed or researched, much of which may be lying around in the back of a cupboard or drawer. None of us is immortal and it worries me that much valuable IA material which may have taken many hours of patient research, should be lost if such material is destroyed by some unsympathetic executor.

I have recently had my will redrafted and my solicitor has included the following clause which could be modified according to circumstances. I strongly recommend that any member who possesses any IA material should add a similar codicil to their will.

*'I give free of capital transfer tax to my Executor all my papers, photographs, books, magazines and other articles and effects which I may have at the date of my death and which relate to my study of Industrial Archaeology on trust that they shall be produced to the Sussex Industrial Archaeology Society acting by their Chairman or General Secretary for the time being in the hope that they will retain the whole or such part as they shall in their absolute discretion select of those items and the receipt of the Chairman General Secretary or other proper Officer for the time being shall be full and sufficient discharge to my Executor for the gift herein. Any such items not being selected by the Sussex Industrial Archaeology Society shall fall to form part of my residuary estate.'*

---

## **AIA Bulletin**

ISSN 0309-0051.

*Is edited by Roy Day from 3 Oakfield Road, Keynsham, Bristol BS18 1JQ and is published by the Association for Industrial Archaeology. The AIA was established in September 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist survey and research groups and bodies involved in the preservation of industrial monuments, to represent the interest of Industrial Archaeology at national level, to hold conferences and seminars and to publish the results of research. Further details may be obtained from the Membership Secretary, Association for Industrial Archaeology, The Wharfage, Ironbridge, Telford, Shropshire, TF8 7AW, England. Telephone 095-245-3522.*