

## A new research tool?

**Goad Fire Insurance Plans.** The production of Fire Insurance Plans (FIPs) in this country has been dominated by one company — **Charles E Goad**. Between 1886 and 1970, 126 volumes covering 59 towns and cities were published. The plans, recording particularly warehouses, mills, factories, and canal, railway, and port installations, were produced for the specific requirements of fire insurance companies to whom they were loaned for the payment of a subscription fee.

The plans covered central urban areas and often a substantial district around; the **Manchester Carriers Warehouse Volume**, for instance, covers a region of thirty miles radius. The details, recorded in colour, generally at a scale of 40 feet to 1 inch, are outstanding — land use, building materials, structural details, number of storeys, location and type of openings, windows and doors, hoists and lifts, fire fighting appliances, and such 'sundries' as steam engines, boilers, and chimneys. For urban historians, industrial archaeologists, and others, the plans thus provide a source of information about commercial and industrial buildings in the period 1886-1970 which is unrivalled in its quality and accessibility.

Once the initial plans were surveyed and published, an extraordinary operation took place in order to keep them up-to-date. Every 5-6 years, surveyors recorded changes in land use, construction, materials, ownership, demolitions, extensions. But instead of issuing entirely new sheets, the changes were printed onto correction slips, tailored to fit, and pasted in the appropriate place on the original plan. In this way, revised plans came to resemble jig-saws. They were up-to-date but, of course, the earlier layouts were 'lost' beneath the pastings. It follows, therefore that those who wish to trace the development of the buildings and land use need to refer to earlier plans.

In 1983, Goad's voluminous and chaotic collection of volumes, sheets, correction slips, and other material — the result of 100 years of on-going revision and publication — were transferred from the Goad repositories to new premises at Old Hatfield and sorting and cataloguing commenced. The immense quantity of volumes and sheets covering the country is now being sold off and a catalogue is available for £5.00 including

postage, from Charles E Goad Ltd, 18a Salisbury Square, Old Hatfield, Hertfordshire AL9 5BE. The cost of individual sheets (20¼" x 25") varies according to their condition — £1 for bad copies, up to £10 for very good and good copies.

Goad FIPs can be consulted in certain city libraries, County Record Offices, and in London in the British Library, Guildhall Library and County Hall. The task of tracking down what has been produced, what remains, and where it is — a prodigious task — has been undertaken over the last decade by Gwyn Rowley of the University of Sheffield, who has written and introduced and guide to Goad FIPs (1984). This fascinating document, **British Fire Insurance Plans** (A4, 117 pages) is splendid value at £3, including postage, from Charles E Goad at the above address. As well as an inventory of extant volumes, it includes an historical survey of FIPs and a description of the features and special properties of the Goad plans. There is also a note about another amazing Goad enterprise undertaken since the production of FIPs ceased — detailed plans of over 1000 central shopping areas in the British Isles. These include the names and trades of every retailer.

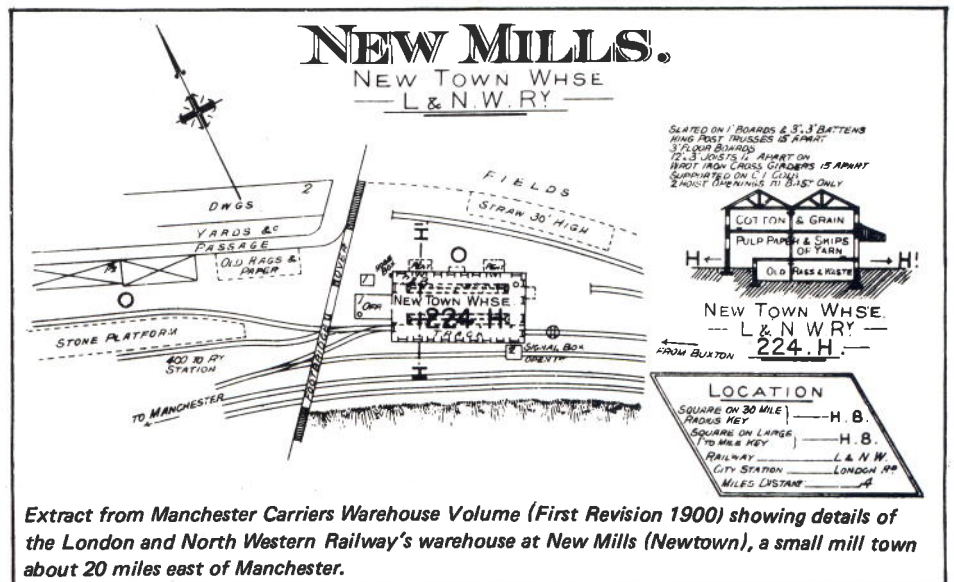
**Derek Brumhead**

**Initiative to Revitalise Liverpool Canal.** The British Waterways Board have launched an important initiative to revitalise the use of the Leeds & Liverpool Canal in Liverpool and Sefton.

The eight mile length of canal, from its terminus at Stanley Dock near the centre of Liverpool, and running through Bootle to Aintree, is designated as a Remainder Waterway under the Transport Act 1968. Limited resources have therefore been available to maintain it. At a recent meeting in Liverpool, chaired by the Board's Chief Executive, Mr D G McCance, the Board's strategy to develop this length of canal, which is supported by local authorities, the Department of the Environment's Merseyside Task Force and Mersey Initiative Unit, was outlined.

This strategy, which centres on the appointment by the Board of a Development Officer, is backed by the injection of significant funds to improve the canal and its environment. Improvement works in 1985/6 will include dredging and removal of rubbish, bank protection and specific projects to improve the amenity value of the canal to local people. The Merseyside County Council, who for some years have been undertaking improvement works in the canal corridor in co-operation with the Board, will continue to undertake complimentary improvements with assistance from the urban programme and the Manpower Services Commission.

Announcing the initiative, Mr McCance said that the Board recognised the importance of gaining the support of the local community for their plans and of consultation with the local authorities. Little use had been made of the canal in Liverpool and Sefton for many years and new



Extract from *Manchester Carriers Warehouse Volume (First Revision 1900)* showing details of the London and North Western Railway's warehouse at New Mills (Newtown), a small mill town about 20 miles east of Manchester.

uses would have to be carefully introduced and properly controlled and supervised. This would be the primary task of the Development Officer who would have the assistance of other locally based staff.

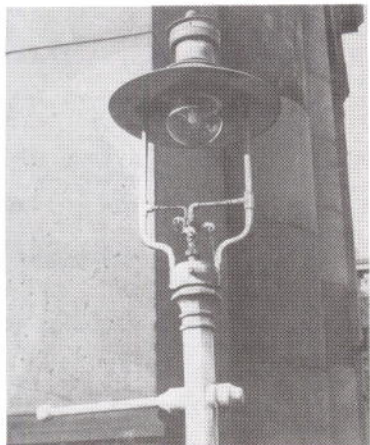
Mrs Cindy Irwin, the Development Officer, sees her main role to be the bringing together of ideas and resources to improve the canal and its environs. 'I will provide all the advice and assistance I can but I will be looking to local people to tell me what they want from the canal and how far they are prepared to go in helping to achieve this.'

Inland waterways provide a valuable leisure resource in many inner city areas. The Board welcomes the support and assistance of agencies in all sectors of the economy to improve these waterways for public use.

**Kenneth Hudson** was, and still is, one of the leading publicists for industrial archaeology. But he has often been mildly controversial and although you may agree or disagree with his views, you certainly can't ignore them. In January of this year, Kenneth gave the 15th anniversary year lecture to the Exeter IA Group and as this extract shows has lost none of his ability to stimulate the thought process.

What attracted me to industrial archaeology in the first place, back in the early Sixties, was that it seemed to offer a heaven-sent opportunity to break out of the academic jungle. It looked and felt like a wonderful no-man's land, in which specialists of all kinds, shapes and colours could meet and actually talk to one another, without losing face and without communicating secrets to the enemy. And in this spirit I wrote that very daring pioneer work *Industrial Archaeology: an Introduction*, which appeared in 1963. To the surprise of all concerned, it did remarkably well and was reprinted quite quickly. One reason for this was certainly that John Betjeman took it up and said nice things about it in reviews. In the last series of television programmes he did, not long before he died, sitting in his wheelchair, it was good to see a copy of *Industrial Archaeology: an Introduction* sitting in his bookshelves, just behind his right ear.

## INDUSTRIAL ARCHAEOLOGY



An Introduction by  
**KENNETH HUDSON**

I put a motto at the front of the book. It came from H J Habbakuk's book, *American and British Technology in the Nineteenth Century*, and it said: 'This essay is a foray into the debatable borderland between history, technology and economics. Anyone who sets up as a middleman is likely to provoke the traditional mistrust of brokers and bodgers'.

How very right he was. From the very beginning, there have been those who, fearful of losing the keys to their kingdom, have shown themselves strongly disposed to regard industrial archaeologists as 'brokers and bodgers'. For a year or two, until about 1968, they tended to lie low, mainly, I think, in case industrial archaeology should happen to become a profitable bandwagon on which it might be prudent for them to jump. One day, who could tell, there could even be Chairs of Industrial Archaeology.

So, for a while, there was a delicious honeymoon period in industrial archaeology, when it was good to be alive, a time which echoed the dictionary definition of a honeymoon — Dr Johnson's 'the first month after marriage, when there is nothing but tenderness and pleasure', and the NED, 'the first warmth of newly-established friendly relations'. With hindsight, one can see an excellent reason why there should have been so much peace and mutual helpfulness in the atmosphere — there was so much work to do, in locating the surviving remains of the First Industrial Revolution and in organising campaigns to preserve them — incredibly starry-eyed campaigns, as one can see at this distance.

I preached the crusade myself. The aim of *Industrial Archaeology: an Introduction*, I said, was 'to draw attention to the surviving memorials of our industrial past and to help to create a public opinion which is sufficiently well-informed to approve of money being spent on recording and preserving tangible evidence of some of the more remarkable achievements of a country which was, in its time, the leading industrial nation in the world'.

The following year, in 1963, I launched *The Journal of Industrial Archaeology*, and in Vol 1, No 1 — a collector's item nowadays — I indulged in a little stocktaking. 'During the past two or three years', I wrote 'the new subject, or, as some people might say, the newly-christened subject, of Industrial Archaeology has aroused a degree of interest which has surprised even its own partisans.

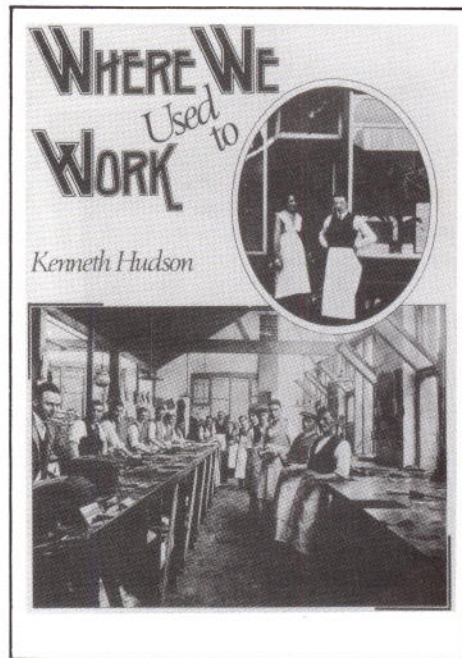
'The study of the physical remains of an enormously rich and varied industrial past has proved an attraction to engineers, historians, economists, photographers, railway devotees, geographers, antique-dealers, schoolboys, professors, industrialists — a most encouraging and useful mixture of experts and amateurs, all anxious to take part in the urgent process of locating, recording and, where possible, preserving the buildings and equipment which keep the story of technological development alive, properly documented, and meaningful.

'This *Journal* has been established in order to make it easier for those engaged in Industrial Archaeology to publish the results of their work and to keep in touch with the activities of other individuals and groups who are active in the same field.'

But, even by the end of the decade, a certain restlessness could be detected among the troupes. All this finding and photographing and recording of ancient steam-engines, breweries and inclined planes was heady stuff for a few years, but the

time was bound to come when even the most loyal and devoted among the Party Members began to wonder, and sometimes to ask what it was all for, what did it all add up to? Moving around the country a lot, I was able to sense the mood clearly enough, particularly since it was something I was experiencing myself. By the mid-seventies, *Industrial Archaeology: an Introduction* had fairly obviously been overtaken by history, which was, in a way perhaps, a tribute to it. Maybe it had helped to make history or steer the course of history. So, in 1976, there appeared, as inevitably as night follows day, *Industrial Archaeology: a New Introduction*, and in this I said, as a good Vicar of Bray should, that my faith and enthusiasm was undiminished, but admitted there had been a certain shift of emphasis. 'My aim', I told anyone who cared to listen, 'has changed only to the extent of understanding that one must never cease to emphasise that workers are as important as machines and buildings. Industrial archaeology, in other words, is essentially a humane study.'

'Aha', crowed the Old Bolsheviks, who had been waiting and longing to pounce for some time, 'just as we feared and suspected, this is no solid steam-engine man, no trustworthy, fully paid-up nuts-and-bolts member of the Newcomen Society. This is the most dangerous type of broker and bodger, a social historian in Newcomen clothing.'



Worse was to follow. In 1980 came a book, *Where we Used to Work*, which committed the ultimate offence of actually excluding 'industrial archaeology' from the title. By that time it was evident that I was a soul lost beyond the possibility of saving, a perpetrator of heresies and black masses, a person capable of writing things like: 'The traditional academic sharing out of the past into subjects called economic history, architectural history, social history, the history of technology, industrial archaeology and so on may be professionally convenient and profitable but makes little real sense', and 'A great deal of the work carried out by industrial archaeologists has been completely sterile, comparable to the single-minded collection of postage stamps, coins or matchbox labels.'

I went on to say that any form of archaeology,

palaeolithic, Roman, medieval, industrial or whatever 'has a point only if it is carried out with the kind of informed imaginative understanding which allows the archaeologist to think and feel his way back into the lives of the people who created what he is studying.'

But I have never wavered in my belief that the great strength of British archaeology during the post-war period has been its remarkable ability to marry the efforts of the amateurs and the professionals, to the great benefit of both. One reason for this phenomenon, perhaps the most important reason, has been a chronic shortage of money. If the professional archaeologists had had plenty of money to support their efforts, we should, without a doubt, have continued with the pre-war situation of rather grand experts hiring coolies to do the hard work, with a sprinkling of favoured students to act as reasonably skilled NCOs. But, with rare exceptions, the funds didn't exist any more for this kind of organisation — the wages of the Fifties and Sixties weren't the wages of the Twenties and Thirties — and so the amateurs, the hobby people, had to be closely involved if the work was to be done at all. And, if the Herr Direktor didn't handle his new, educated labour force sensibly, if he didn't treat them as equals, they were pretty certain to tell him where he got off and disappear. Until the lesson was learnt, this was precisely what happened. It was democracy or nothing.

In the case of industrial archaeology there were other factors at work. The first was that there weren't really any professional industrial archaeologists. There were professionals in bits of industrial archaeology — people who knew about steam-engines and factories and machinery and coal-mines — but virtually nobody with a knowledge of the whole field. Everybody was an amateur, but some, if one might put it this way, were expert amateurs and others were amateur amateurs, a deliciously Gilbertian situation and very, very British.

There have, undoubtedly, been some very effective lone wolves among industrial archaeology's amateurs but, generally speaking, they've been most useful and most impressive when they've worked within some kind of organisation, a local industrial archaeology society, like yours here in Devon. If I were to go around the tables here tonight and write down everyone's occupation, I'm sure it would make a most interesting list and one that would illustrate very well the wide range of knowledge and talent that adds up to the industrial archaeology labour force here in Britain.

But people have to feel that their efforts are worthwhile. There has to be some end product, some form of permanent record, some piece of successful preservation, a crusade that's got somewhere. Without this, a society disintegrates. It can't live by dinners alone. And because you obviously haven't disintegrated — you've been in existence for fifteen years and you're still here — you must feel you've accomplished something useful and satisfying.

So far as the next fifteen years are concerned, I feel I can offer one useful piece of advice and one warning. The piece of advice is, 'Don't go on padding round the same old well-nibbled, well-trodden pastures for ever — the First Industrial Revolution pastures of steam, coal, canals and railways. Go for the industrial archaeology of our present century where there's so much to be discovered and so many living ancients to be met and interviewed.

I'm sure that's the main job to be done for the rest of this century — and remember that the next fifteen years are going to take us up to the year 2000, when I may or may not be able to be with you. I hope very much that I shall.

And the warning can only be put in the form of a question, to which I simply don't know the answer. Has industrial archaeology reached the point at which it can afford to regard itself as a wholly professional affair, with no need of paid enthusiasts? Is it moving towards that point? If the answer's yes, then, if I were you, I should go away and take up dominoes. But, partly because I want to send you to bed happy and partly because I believe it's true, I think the answer's no, provided — and it's an all-important proviso — you concentrate on the twentieth century and leave the eighteenth and nineteenth to the professionals who are only too happy to spend their time digesting, analysing and writing up the things the amateurs have ferreted out and collected during the past twenty years or so. Go where there's still plenty of grass, nice, fresh, juicy grass, in modern industrial places like Plymouth and Torquay and Newton Abbot, and you'll reach the year 2000 bright-eyed and in good condition.

#### **Ironbridge Museum Foundry produces its First Castings.**

After many years of planning, combined with the acquisition of early examples of foundry equipment, the Ironbridge Gorge Museum Trust has finally completed an outstanding replica of a turn-of-the-century iron-foundry. The new exhibit forms part of the small industrial township on the Blists Hill complex at Ironbridge.

This is no sterile reproduction of an old casting-enterprise, but a fully-operational foundry capable of producing castings up to four or five cwt. It has already employed its 14in dia cupola in the manufacture of trial components, before featuring moulding, melting and casting procedures as part of the many attractions offered on the site. Visitors will be able to view the production of moulds from a raised walkway at one end of the foundry building. Just below is a moulding



**21st June 1985, the first 'cast' of the new Blists Hill iron-foundry.**

*Below: John Steele, Blists Hill Exhibits Manager (extreme right) and his gang.*

machine and a moulding bench, enabling those interested to question the craftsmen about the various stages involved in the manufacture of a casting.

The interior of the foundry is dominated by a large wood jib crane, typical of those employed in small jobbing foundries last century. A sand bed provides the opportunity to demonstrate the very simple methods used in the production of firebricks and floor-plates. Sand is prepared in a Jackman pan-mill.

Positioned outside the foundry are two cupolas, their charging doors reached from a bridge thrown across from a high bank to the south. The largest of the furnaces is only for 'show', its capacity being, at the moment, far too high for the modest resources within the foundry building. The working cupola is very small, but capable of demonstrating to the

