THE WEST YORKSHIRE CONFERENCE

Huddersfield Polytechnic, the location for this year’s annual conference of the AIA, is situated in the heart of an industrial town. The campus includes both purpose-built and re-used buildings and the Huddersfield Narrow Canal passes through it, involving delegates in a walk across a canal bridge to the lecture theatre: surely a first for AIA conferences! The exhibition area overlooked the 1870 warehouse in Aspley Basin, which was in the process of a controversial conversion to residential use.

The richness of the surviving industrial heritage of West Yorkshire, despite considerable demolition in the major towns, was presented to delegates not only in a comprehensive set of tour notes but in Bill Thompson’s Conference Guide, making reference to over 300 sites. He persuaded contributor from the five areas of Calderdale, Kirklees, Bradford, Leeds and Wakefield, to detail the most outstanding sites and thereby produces an illustrated guide that will have a value well beyond the conference itself.

The pre-conference programme opened with an evening visit to Bradford Industrial Museum, itself located in and 1875 worsted spinning mill, where delegates were initiated into the mysteries of worsted combing and ring spinning. On the second day, a select band visited Harrison’s Lathe Works in Heckmondwyke, whilst the rest braved the elements of Yorkshire’s changeable weather studying shoddy and mungo in nearby Dewsbury. The whole group then visited Thwaite Mills in Leeds, a water-powered flint and chalk grinding mill on the River Aire. A great deal of restoration and interpretation work has taken place here in recent years ready for opening to the public, and the standard of this is so high that the President intends to present this year’s Conference Award to Thwaite Mills. After a short visit to the Middleton Railway, the afternoon was concluded with an all-too-brief visit to Armitage Mills, the Leeds Industrial Museum, which demands a whole day to do it justice. Some members were privileged to be guided by Ron Fitzgerald through the nearly completed galleries on underground mine transport. That evening, Ron delivered a masterly account of the use of structural cast iron in mill buildings. Bill Satchler made good use of the many excellent slides he possesses on Pennine roads and trackways, most of which he has travelled in the course of his fell-running career.

Ashes to ashes: dearly beloved conference delegates, gathered on top of the Hoffinan kiln at Normanton Brickworks

Old relics in the undergrowth: exploring the storage area at Leeds Industrial Museum

The Colne Valley was the venue for Wednesday’s visit, including two working mills at Low Westwood, beside the restored Huddersfield Narrow Canal, and Heath House. The weaving town of Golcar stands on the hillside above the valley, and delegates visited its excellent small museum housed in a nineteenth-century loomshop. Following lunch at the Great Western Hotel, an intrepid band set off with Bill Slatcher for a moorland hike looking at the remains of the various transport systems across Standedge Moor. The rest of the party followed the Marsden Town Trail and walked along the towpath to Tunnel End, where both railway and canal penetrate the Pennine watershed in four tunnels. In the evening, Ivor Brown provided an introduction to West Yorkshire quarrying and gave an amusing account of the effects of mining subsidence near Leeds, which caused the rivers Aire and Calder to forsake their natural channels. Peter Kelley, Curator of Armley Mills, enlightened delegates about the Leeds origins of the famous firms who sold ready-made men’s clothing, such as Montague Burton, Hepworths and John Collier.

On Thursday, delegates were ‘forced’ to consider the ‘rhubarb triangle’ south of Leeds, and industry not previously regarded as industrial...
Huddersfield Polytechnic canal wharf adaptively re-used as a passenger terminal for conference coaches

Britannia York stone Quarry

Huddersfield Polytechnic canal wharf adaptively re-used as a passenger terminal for conference coaches

Britannia York stone Quarry

Museum of the Working Horse. In the afternoon, non-Council members visited the 'Last of the Summer Wine' country in Holmfirth, looking in a working steam engine at Washpits Mill and Bamforth's Postcard Museum. Others had a busy afternoon setting up a wide range of displays and bookstalls before the conference began with a lecture from Robin Thornes of the Royal Commission on Historical Monuments in England on the industries of West Yorkshire. He also spoke about the latest work of the Commission, together with Stephen Hughes and Hilary Malaws of the Welsh and Miles Ogilthorpe of the Scottish Royal Commissions. Miles induced a feeling of vertigo among the audience with his slides from a recent photographic survey of the Forth Bridge, many taken from a great height. The Saturday morning lectures were mainly concerned with Leeds, looking at the mechanisation of the woolen industry and the beginnings of engineering. John Goodchild appropriately traced the evolution of the West Yorkshire coal industry through the archives of Henry Briggs, whose collieries eventually produced the lion's share of West Yorkshire coal. Three coaches set out in the afternoon for visits in different directions. The Saltaire contingent enjoyed a trip on the Shipley Glen tramway as well as visiting Bingley Five Rise locks on the Leeds and Liverpool Canal. Another group revisited the Colne Valley, surely one of the most outstanding industrial landscapes in Western Europe. Helmets were donned by the third party to go on an underground tour of Caphouse Colliery and Mining Museum after seeing a working steam engine at Providence Mill near Dewsbury. Modern technology was also on show in the production by Skopos of screen-printed furnishing fabrics. Our guests at the conference dinner were the Pro-Rector of the Polytechnic, Mr T J Gaskell, and his wife, together with our Roll Memorial Lecturer, Kenneth Powell. An excellent series of members' contributions followed dinner, encouraging delegates to vote later that these should in future figure more prominently in the programme. On Sunday morning, an open forum and the AGM were followed by a feast of slides in Kenneth Powell's lecture on 'The Creative Re-use of Industrial Buildings'. Architectural Correspondent of the Daily Telegraph, Kenneth Powell enlightened delegates concerning the modern re-use of functional space, taking both British and foreign examples. This concluded a highly enjoyable and friendly conference, and thanks are due to the main Conference Organiser, Bill Thompson, as well as to the Conference Secretary, David Aiderton and the Booking Secretary for this year, John Fletcher. Now that our conferences are large and complex affairs, they demand a great deal of hard work from our voluntary organisers and our gratitude is due to them.

Archaeology, but AIA members will find that a rhubarb shed figures in our Conference Guide. The first visit of the day was to Pawson's Britannia Quarry, where production of York stone has recently greatly expanded. Well-tried hand and modern machine methods were both seen in the extraction of stone and in the workshops, producing a wide variety of plain slabs and shaped masonry. Delegates also viewed the shoddy warehouses in Batley, with plain backs and 'punt' fronts! After fish and chips at 'The Mermaid', the party saw the newly repainted Stanley Ferry Aqueduct which carries the Calder collateral canal over the line of the original navigation. A fascinating visit to a very dusty brickworks followed, where nineteenth-century machinery was still in use for brick moulding and the bricks fired in a Hoffman-type kiln. The day ended with two canal visits: to the Wakefield Basin on the Calder and Hebble Navigation and the Savile Town Basin in Dewsbury, where there is a small private museum of canal artifacts. In the evening, Bill Slatcher talked about water resources in the Pennines and David Perrett about the industrial settlements in West Yorkshire, where Saltaire, Ackroydlen and Copley rival New Lanark. The pre-conference programme concluded on Friday with a morning visit to Halifax, including the Piece Hall, the outstanding Calderdale Industrial Museum and the newly opened...
The Council of ATIA never takes a moment's rest. After a full day's committee meetings last year it settled down in the evening to a demanding educational quiz set by David Atkinson. One round proved very thought-provoking on the changes to British towns during the Industrial Revolution. Members may

**WHICH TOWNS ARE DESCRIBED?**

1. A sea-port town, which is partly in ..., and partly in ..., with a bishop's see. It is now accounted the second town or city in England, both with regard to its magnitude, riches and trade ... They have an exchange like that of London, which was opened in 1743. The key is on the river ..., a little above its confluence with the river ..., over which there is a draw-bridge, for the admittance of ships that come up with the tide; and this leads to the College Green, where the cathedral stands. They have a prodigious trade; for it is reckoned they send 2000 ships yearly to.. a prodigious trade; for..

2. There are 2000 ships yearly with the bridge, for.. The French called X-stones, having plenty of coal..

3. The town, which has.. The church.. decay, there being..

4. The county town of .. delightfully situated on the river ..., with handsome streets, well built houses, and a very spacious market place. It is remarkable for its vaults or cellars, cut into a rock. It had a strong castle, which stood on a steep rock, and on the ruins of it is a handsome palace, belonging to the duke of Newcastle, accounted one of the finest seats in England, and is the chief ornament of the town. Its chief manufacture is in wove stockings, tho' they make a great deal of malt and earthen ware. Most of the houses in the market-place, and principal streets, have their fronts supported by lofty stone columns, which make a very handsome appearance, and at the same time afford shelter in bad weather. Heavy goods are brought hither from London by sea, and thence up the .. and many coal pits, within three or four miles of the town, afford plenty of fuel, at little expense.

5. The county town of .. it is seated on the N. bank of the river ..., over which there is a bridge, and on the S. side of a considerable

6. A city of sledge: extract no. 1

7. A town ..., seated near the river ..., a hand-some place, but is chiefly noted for its brine-pits and salt-works.

Brookes MD, published in 1778. This demonstrates how much the character of towns and their industries changed during the Industrial Revolution. The town of 1778 was often very far from that of 1875 or 1975. Needless to say, the scores achieved by Council members will not be revealed here!

A city of sledge: extract no. 1

8. "The county town of .. delightful situated on the river ..., with handsome streets, well built houses, and a very spacious market place. It is remarkable for its vaults or cellars, cut into a rock. It had a strong castle, which stood on a steep rock, and on the ruins of it is a handsome palace, belonging to the duke of Newcastle, accounted one of the finest seats in England, and is the chief ornament of the town. Its chief manufacture is in wove stockings, tho' they make a great deal of malt and earthen ware. Most of the houses in the market-place, and principal streets, have their fronts supported by lofty stone columns, which make a very handsome appearance, and at the same time afford shelter in bad weather. Heavy goods are brought hither from London by sea, and thence up the .. and many coal pits, within three or four miles of the town, afford plenty of fuel, at little expense.

9. "The county town of .. it is seated on the N. bank of the river ..., over which there is a bridge, and on the S. side of a considerable
LISTED TEXTILE MACHINERY

It is not widely known that listed building consent can be required for the removal of machinery from a listed building. The Appendix to the Memorandum of Guidance on Listed Buildings and Conservation Areas (paragraph 3.1.0) produced by Historic Buildings and Monuments, Scotland, states that, ‘In the case of industrial buildings listed wholly or in part for their workrooms the listing should be taken to include all fixed machinery more than half a century old.’ A fixed machine can be any device that would require to be dismantled or unboiled in order to be moved. Accordingly, new lists of industrial buildings in Scotland point out the existence of larger items of historic machinery which appear to be of some merit. The criteria for listing are still, however, primarily architectural, and not every candidate for listing is inspected internally.

Enforcement of the legislation is another matter. In the majority of cases the listing of machinery simply allows breathing space for it to be recorded or, in a few cases, acquired by a museum. But it will rarely occur to an industrial company to seek permission to remove one of its own machines. Difficulties may arise where a company has interests in various parts of the country and finds that a machine in one location is considered to be of historic interest, but that a similar machine elsewhere is not.

So it is important for organisations concerned with protection of the heritage to be better informed about the distribution of historic machines, particularly those in buildings with architectural qualities, such as textile mills. The writer would welcome information about (and even offers of new homes for) the following textile machine types:

**Cotton cards** Only two cotton spinning mills (Coates and Tootall) now operate in Scotland, and the machinery of both is very modern. However a much older set of cotton machinery has languished unused for nearly twenty years in Stanley Mills, Perthshire. They comprise a William Tatham Ltd (Rochdale) sample card with hopper feed, a Cook and Co (Manchester) vacuum card stripper of 1923, and eight carding machines without name plates but believed to date from 1904. The ring frames are later. Guarding is minimal. It appears unlikely that cotton machines of such antiquity will exist elsewhere outside museums, but this is open to correction in the light of new information. With the closure of Stanley Mills (an Arkwright mill within the category A-listed complex) and their possible conversion to housing, the machines have been offered free to museums by their owner, Mr Dracup of Stanley Mills (Scotland) Ltd, Stanley, Perthshire.

**Jute press packers** Two large Urquhart Lindsay and Co (Dundee) hydraulic press packers were installed in 1913 in East Port Calendar Works, 100 Cowgate, Dundee. The works closed recently and Dundee Heritage is negotiating with the owners. Two smaller examples have so far been identified, at Gourock Rope Works, Port Glasgow, and in Kinneir-nur. These machines were made to stand a test of three tons per square inch. It is the writer’s contention that only jute cloth could be compressed without damage at such high pressures and that there will be no such big machines in cotton or woolen mills. These machines, and calendars (such as that illustrated in Industrial Archaeology Review Volume X Number 2 (1988) page 188) have been singled out as best representing Dundee’s jute industry. Jute spinning machinery on the other hand, has not been identified in the lists because it is primarily post-War.

**Woollen mules** The example illustrated here was one of the six pairs of mules in Eltrick Mill, Selkirk, dating from between 1892 and 1951.

Their makers were Platt Brothers, William Whiteley, Asa Lees and Charlesworth. The machines have since been sold, apparently for re-use in Yorkshire mills, with one going to New Lanark. It appears that mules, despite higher labour costs, are still in demand for the spinning of wool, cashmere, viscose, and similar expensive yarns. Modern Italian-made mules, with headstocks that look like Dr Who’s K2, are nowadays used in Kinross. Other mills known to use mules are at the Bristol: Cheltenham, Gloucester, Selkirk and Haxby. It is hoped that the listing re-survey of Borders mills will give an idea of the survival rate of these machines. But how many exist in Yorkshire or Gloucestershire? A pair of mules was seen near Golsar in the 1989 AIA Conference based at Huddersfield, and old milling machines were seen near Holmfield, but the writer would be grateful for advice as to how unusual these are. Accordingly, it will be possible to decide what significance should be placed on those in Scotland.

Information about looms would also be useful. Hattersley and Dobcross power looms are often found in small woollen mills. Are they equally common in England? And are lace-making machines of the turn of the century plentiful or fast diminishing in number? I would be grateful for any information, at Historic Buildings and Monuments, Scottish Development Department, 20 Brandon Street, Edinburgh, EH3 5DX.

Mark Watson

**WATERWAYS ON VIDEO**

Two historic waterways films from the 1960s are now released on video by the British Waterways Board. The video, entitled 'Broad Waterways' is available from the National Waterways Museum at Gloucester or from the Board direct. It contains two half-hour films by the British Transport Commission of the River Trent and of the Severn Gloucester and Sharpness Canal. The film of the Trent follows a two day journey with the barge Thames from Hull to Nottingham carrying a cargo of 110 tons of newprint. The second film follows a trip from Avonmouth to Worcester via the Bristol Channel, the Severn, Sharpness Canal and the River Severn, interviewing waterway workers along the way, including cargo handlers at Gloucester and the skipper of a barge trained loaded with aluminium, zinc, timber and dried fruit on its way up the Severn. The films are available by post from British Waterways, Melbury House, Melbury Terrace, London, NW1 6JX for £17.95 plus 90p postage and packing.
NEWS ITEMS

PILLBOXES REVISITED

It seems that in this anniversary year of the outbreak of the Second World War, we just cannot escape from constant mention of the subject. It was reported in the last issue of the Bulletin that the Surrey Industrial History Group is establishing a new survey of surviving pillboxes in the county, attempting to re-intepret plans for the wartime defence of the realm. Now this news story has brought to light other research being done on the subject. The article in the Bulletin came to the attention of Mr Alan Rudd of the Fortress Study Group who has been examining pillboxes in North East England for the past 12 years. Mr Rudd has especially been studying the Second World War defences of the east coast from Berwick to the mouth of the Humber. Another member of the Fortress Study Group is presently establishing a computerised database recording known pillboxes in the country as a whole and drawing on the knowledge and research of other bodies. Mr Rudd’s address is 10 Kirchen Terrace, North Shields, Tyne and Wear NE30 2HH.

REGIONAL NEWS

WEST YORKSHIRE

Sharrow Snuff Mill, Sheffield, is one of the few purely commercial undertakings still using a waterwheel. Joseph Wilson took over an existing cutlery grinding wheel here in the 1740s and built the snuff mill in 1763. The firm became a limited company, Wilsons & Co (Sharrow) in 1952. Steam was also used from 1796 to 1956, and most of the snuff is now ground in electrically powered mills, but the eighteenth-century water powered mills are still used for the finest qualities. This year the 19 ft waterwheel has been restored and the dam repaired, so that, as the managing director says, they can be used for milling to a limited extent for the next 20 years. The wheel’s centre bearing had completely worn through, and a new one has been cast and machined.

The craftsmen working at Abbeydale Industrial Hamlet, Sheffield, have been joined by hand grinder Peter Gibbon, who grinds icot skates for John Wilson, Marsden Bros & Co (a local firm which traces its origins back to 1695), and other products ranging from banana knives to turning tools.

The last surviving Yorkshire keel, the 61 ft Dorothy Pax, may be used as a floating museum at Sheffield Canal Basin. A trust has been set up by the Linton Lock Commissioners set up under an Act of 1767. Since the War it has been kept in working order by voluntary fund-raising, but now it faces serious structural problems which will cost more than 100,000 to put right. Help from the Heritage Lottery Fund would contribute more than a third of this. The British Waterways Board is prepared to take over the long-term responsibility for it, but cannot do so until the money for repairs has been raised.

There are plans to turn 12 acres of disused buildings at Lister’s Mill, Bradford, into a centre of commerce, culture and tourism to be called ‘Lister City’. The Victoria and Albert Museum may locate a permanent display of Far Eastern textiles there. The stone six-storey mill building was built in 1873 by Samuel Lister, who developed uses for waste silk.

The former matings building at Samuel Webster’s Fountain Head Brewery, Halifax, built in stone in 1906, has been converted by the Wemppenry Construction Group at a cost of £1.5 million to house Websters’ headquarters. As the matings had a headroom of only six feet, alternate floors have been removed.

WEST MIDLANDS

An abortive scheme to convert Fort Dunlop, the huge former tyre warehouse visible from the M6 motorway just south of Birmingham, into a shopping complex has left the building in limbo for several years. Now it has been purchased by Tarmac and locally-based entrepreneurs Don and Roy Richardson (developers of the successful Merry Hill shopping complex near Briery Hill). They plan to convert the 84-acre site to a variety of uses, some industrial, some business and some retail. The envisaged retaining the eight-storey warehouse which was previously described as a factory although manufacture actually took place in other buildings close by. Buildings on the site may be leased temporarily while final plans are worked out.

John Powell

APPEALS FOR INFORMATION

STEAMING INTO PRINT

Romney Marsh Railway Historical Society are to set up an in-house print facility using technology from the 1850s thanks to Somerset quilter George Greenow, who has offered to make available his Victorian Wharfendale stop-cylinder flatbed printing press. Hand fed and driven by flatbed from line shifting, such a machine is very appropriate to the society since, mechanically, the experts say, it is similar to a steam locomotive in operation. Having transported the machine to Kent, the society intends to train a team of volunteer operators. In due course it will become the basis for a turn-of-the-century letterpress printshop museum. The Society would welcome any offers of technical information or assistance, or help with transporting, setting up and operating the press. Also much appreciated would be offers of a no longer needed Monotype hot metal keyboard/caster or Linefiertypewriter or similar. Contact the Secretary of the Society, Ivy Cottage, Church Road, New Romney, Kent TR28 8TJ.

A CHIMNEY BASE-BASE

At the behest of the Scottish Industrial Archaeology Panel, Mark Watson of the Scottish Heritage Society is co-ordinating the collection of a database on chimney bases. Tall chimneys are suffering from many predations in Scotland, as elsewhere in the country, and information is needed to ensure that important examples are recorded or conserved. The survey is of chimneys with surviving stacks having more than 20 feet of free-standing height. A few people are already spotting already, especially in Edinburgh, Dun-dee and the Highlands, but more volunteers are needed to cover other areas. Simple forms for the collection of information on the chimneys are available from Mark Watson at 5 Rosie Place, Edinburgh, EH17 5SF, who would be grateful for offers from people with keen eye-sight to scan the horizon for surviving stacks.

PHOTO-GRAPHICS

Do you have high-quality photographs or drawings which hardly ever see the light of day? If so, why not help us publish! We would like to see more illustrations in the Bulletin, but it is often difficult to find material of sufficient quality at short notice. If you are a photographer or illustrator with a large collection of pictures you could help in two ways. First, please send us any specially interesting, amusing or otherwise noteworthy pictures which we might be able to use on their own. Second, if you have or would like to make a large collection of pictures, send us some information about what it contains and how we can contact you. The Editor would be exceptionally grateful to be able to ask for a picture that could illustrate a particular item, and to receive a print within a week or two. For example, if we have a story that Tower Bridge has just been designed, until we have a picture! If we have a piece about vandalism on conserved sites, we may want a powerful picture to go with it. We could not pay you more than basic costs, but you would receive full credit for your work. And your best pictures might actually be seen! If you think you can help, please contact Peter Wakehin, School of Humanities, Wolverhampton Polytechnic, Castle View, Dudley, DY1 3HR • 0902 313001 extension 2333 (Home 095245 3171).
**AIA NEWS**

**AGM 1989**

The AGM of the Association for Industrial Archaeology was held at the Huddersfield Conference on 17 September and attended by about 80 members. The annual report of Council was received, as circulated with the last AIA mailing, and discussed by members. The report was accepted by the membership and the work of the Association during the past year was generally approved. Such agreement left the luxury of time to argue over some less vital if more controversial issues, such as the importance of giving imperial measures in AIA publications, or the high cost of paying the Association's auditors.

One matter of considerable importance to members was discussed in some detail: namely the future cost of subscription to the Association. The Treasurer reported that subscriptions net rise for 1990 as he expected a small surplus in the coming year. However he felt an increase would be necessary next year, after several years during which they have been held stable. He requested advice as to whether this should be a small rise (of say 2) to account for inflation, followed by fairly regular increases after that, or a larger increase (of about 5) to provide a healthy revenue and prevent the need for further changes in the near future. When put to members, the majority was in favour of the larger increase. However the Treasurer pointed out that there were 12 members for their subscriptions, if every member persuades one new person to join the Association in the next year, there will be enough new subscribers to save the Association's auditors.

Finally, the new President, in his alternative role as Conference Secretary, reported that the conference for 1990 would be held at Guildford, Surrey, in June 1990. Dr Marilyn Palmer, retiring as President, was succeeded by David Alderton as President and by John Crompton in the new post of Executive Vice-President. Details of these changes in official positions are given below.

**TWO NEW ON COUNCIL**

Two new members were elected to the AIA Council at this year's AGM. Both are currently working in Leicestershire. Janet Graham is a professional archaeologist at the University of Leicester, and brings to the Council her considerable expertise in administrative matters as well as her interest in industrial archaeology. Born in 1956, she took her degree in historical geography, studying aspects of the impact of industry on the environment. She has been a member of the Leicestershire Industrial History Society for several years and is its current Secretary and representative to the East Midlands Industrial Archaeology Conference. Janet has participated in fieldwork for the Society on the limekilns at Caike Park, the watermill at South Luffenham and the pumping engines at Glyn Pits, Pontypool. With the other new member of the Council, Stuart Warburton, she is also the joint Editor of the Leicestershire Industrial History Society Newsletter.

Stuart Warburton was born at Haslington in Lancashire in 1958. His background in this highly industrialised area gave him a strong interest in industry and its history which he has pursued in his education and career. He graduated in Geography, History and Industrial Archaeology at Liverpool Polytechnic, where he studied courses taught until recently by John Crompton. He followed his postgraduate certificate in museum studies, studying new working methods, as Assistant Keeper of Technology for Leicestershire Museums and is principally involved in developing the Snibston Industrial Heritage Project. He is an active member of the Leicestershire Industrial History Society and the Leicestershire Historic Buildings Trust.

Therefore appointed at the AGM, the new President who takes over from Marilyn Palmer is David Alderton. David has been on the Council since 1979, having joined the Association at its first conference at Keele. He first became interested in Industrial Archaeology when teaching history in Yorkshire in the early 1960s, and joined a local group based at the University of Leeds. He later moved to Leicestershire, where he was instrumental in the formation of the now thriving Leicestershshire Industrial History Society in 1969. Subsequently he moved to Norfolk, where he became lecturer in teacher-education. He co-wrote with John Booker the Batsford Guide to the Industrial Archaeology of East Anglia and is a leading member of the Norfolk IA Society. His principal role within the AIA has been as its regular Conference Secretary since 1981 and he has been largely responsible for developing the efficient methods in which conferences are planned year after year. Having recently taken early retirement, he intends to remain as Conference Secretary in addition to his role as President.

David will be assisted in his new job by John Crompton, who has been elected to the new post of Executive Vice-President. For many years he was responsible for an undergraduate course in industrial archaeology as a Principal Lecturer at Liverpool Polytechnic. More recently he has been Keeper of Social and Industrial History at the Black Country Museum. John was originally elected to Council in 1980 and took over the task of Endangered Sites Officer in 1982. This has caused him to monitor applications for the alteration or demolition of some two hundred listed industrial buildings each year. He also chairs the AIA Heritage Sub-Committee, and represents the Association on the Welsh Industrial Archaeology Panel. Since 1984 he has administered the Dorothea Award for Conservation on the behalf of the Association.

**BLACK AND BLUE AND READ ALL OVER**

At the AGM at Huddersfield in September the Editor of the AIA Bulletin took his life in his hands and asked members of the Association for criticisms. Much to his surprise he was not overwhelmed with complaints. On taking a poll of those present to find out how they read the Bulletin, no-one would admit to not reading it at all; about a quarter said they read parts of it; and three-quarters said they read virtually all. Obviously this is not an accurate cross-section of the Association as a whole (people who have nothing better to do than go to AGMs probably have time to read newsletters as well!), but it should never-the-less encourage contributors that their hard-wrought words are noticed.

The level of satisfaction with the Bulletin expressed at the meeting was surprising. Comments were made by several members. One pointed out that the magazine was actually read enthusiastically by non-members who were in affiliated societies. Another went so far as to say that the Bulletin was 'just right' as it was. So as not to disappoint the Editor too greatly, some members did find some criticisms to make: one asked for more reviews of publications (currently all in the Review) and a shy ex-President Rod said he hoped afterwards that more pictures would be nice.

Surely there must be someone who is prepared to say what he or she really thinks about the Bulletin! Please let the Editor have your broad-sides, and make the Bulletin do its job even better.
SOUTH EAST ENGLAND

Two major restoration projects have recently been in the news in Surrey. Lowfield Heath Windmill, a post mill of 1760, is being re-erected at Chalkwood after being moved from its original site near the main runway of Gatwick Airport, where it was threatened with development. Since it was dismantled in July 1987 the timbers and machinery have been restored and good progress has been made with rebuilding. The Lowfield Heath Windmill Trust therefore held a reception on 5 July when representatives of local authorities and other bodies had an opportunity to see the windmill in the process of being reassembled. Funds have been provided by the Science Museum, Gatwick Airport Limited, the English Tourist Board and others and much of the work is being carried out by volunteers. £20,000 of the total cost of around £100,000 is still to be raised however. Ironically, there is now a threat to the entire village of Chalkwood from proposals to build a second runway at Gatwick, but the Trust is optimistic and is proceeding with rebuilding. This is expected to be completed in 1990.

The restoration of Chatley Heath Semaphore Tower was chosen by Surrey County Council as its major project to celebrate the centenary of County Government. The tower was built in 1820 as one of 15 semaphore stations between the Admiralty and Portsmouth, using the system of signalling invented by Sir Horne Rigg Pholpham in 1816. The station operated from 1822 to 1847. Chatley Heath was at the junction of the Portsmouth line and the Plymouth line, which was never completed. The restoration has been planned and carried out in liaison with the Surrey Historic Buildings Trust. The tower, a grade II listed building, has been refurbished with accommodation for a resident warden and for reception and display areas, and the semaphore apparatus has been restored to working order by Dorothea Restorations. The official opening was performed by Admiral Sir Jeremy Black on 15 July. A programme of appropriate events and activities was held including signalling competitions for Scouts. The photographs show the start of the inaugural signal which was received at the site of the next station in Guildford.

GREAT LONDON

Away out at Crossness, at the largest concentration of beam-engine power in the world, unsung heroes are toiling away at the gigantic task of restoring Victoria, one of the big James Watt beam engines. Apart from the splendidly ornate cathedral-like building which houses the pumping engines there is plenty of space for small exhibits and storage (not just steam engines) and the Trust has the use of a large, well-equipped workshop. Help is needed at all levels or the organisation. Contact Michael Dunmore, 8 Yorkland Avenue, Welling, Kent, DA16 2LF.

Along with much of London, London Wall is undergoing redevelopment. A further site has recently been cleared and to the South East of the Museum of London the new Alban Gate building straddling the road is rapidly gaining in height. When completed the bow string arches will support a load of 2,000 tonnes. To the North West of the Museum of London the multi-storey multi-storey car park has been replaced by a giant building in 'Broadgatesque' style along the West side of Aldersgate Street.

The rebuilding of the Eastern side of the railway viaduct North of Blackfriars Station has swept away the shop fronts on the West side of Blackfriars Lane. Some of these were decorated with animal heads and it was here that the railway caterers Spiers and Pond had a depot. Above the shops their name could still be made out. Further North the relics of Ludgate Hill Station, open from 1865 to 1929, have been demolished. Office development is expected in the area.

It looks as if the demolition of the Mappin and Webb building, number one Poultry, really will go ahead (see Bulletin 16.4 page 7). The current scheme will mean the loss of eight listed buildings. Rules are being changed, even more so than in the case of Covent Garden (see Bulletin 16.2 page 7). It is being argued that the replacement design, by James Stirling, is of such superior quality that the need to realise it overrides the usual consideration given to the retention of listed buildings. Only a crash in the financial market will halt this astonishing demolition now.

AJM Carry

A TRIBUTE TO GEORGE

After a cloudy start, the sun broke through around lunchtime on Saturday 10 June, and the smoke rising from the tall stack of Westonzoyland Engine House could be seen from miles around as it drifted away across the Somerset Levels. The 1861 Easton Amos engine was running as a special tribute to the memory of George Watkins, and friends and admirers from all parts of the country had travelled to this beautiful spot to pay their last respects. Angus Buchanan gave a superb address, outlining George's remarkable life and achievements, and recounting some humorous anecdotes concerning George's introduction to the academic world at 18. The engine, so lovingly restored by members of the Westonzoyland Engine Trust, and an engine for which George had a particular affection, was then ceremonially started by Ian Miles, one of the Trust's founders. Afterwards, those attending were able to view and exhibition of photographs and other memorabilia relating to George, put together by Keith Falconer of the Royal Commission on Historical Monuments in England, into whose care George's collection of glass negatives and associated paper has now been placed. Special thanks were due to Angus Buchanan, to Keith Falconer, to John and Jenny Cornwall and to Ian and Mary Miles for making this most fitting of tributes possible, and also to Gareth Powel for his invaluable role as stoker's assistant.

John Powell
AIA NEWSDesk

Information should be sent to the Editor as soon as it is available. Dates of mailing and last dates for receipt of copy are given on the back page. Items will normally appear in successive issues between notification and the date of the event.

November 23 – 4 November 1989
MONEY, MONEY, MONEY AND MUSEUMS

Royal Museum of Scotland, Chambers Street, Edinburgh. This conference, organised by the Scottish Museums Council, will discuss some of the challenges to museums in a rapidly changing financial environment. Speakers range from the highly distinguished Sir David Wilson of the British Museum to the highly controversial Douglas Mason of the Adam Smith Institute. Details from Fiona L. Wilson, Administrative Officer, Scottish Museums Council, County House, 20-22 Torphichen Street, Edinburgh, EH3 3BJ 031 229 7465.

November 30 1989
THE USES OF PORT BOOKS FOR INDUSTRIAL HISTORY

A day-school at the Ironbridge Institute. Details from the Administrator, The Ironbridge Institute, Ironbridge Gorge Museum, Ironbridge, Telford, Shropshire, TF8 7AW 095245 2751.

March 31 – April 1 1990
AIA WORKING WEEKEND

All lecturers, or all subjects of recording methodology, the use of computers by local societies, and public enquiries on industrial sites. Details from Pamela Moore, 20 Stourvale Gardens, Chandlers Ford, Hampshire, S05 3NE.

April 6 – 8 1990
COMPUTING FOR LOCAL AND REGIONAL HISTORY

Organised by the Association for History and Computing UK Branch at Wolverhampton Polytechnic. Details from Peter Wakelin, School of Humanities and Cultural Studies, Wolverhampton Polytechnic, Castle View, Dudley DY1 3HR 0902 313001 ext. 2333.

May 26 – 29 1990
EUROPEAN CONFERENCE ON HERITAGE TOURISM

At Canterbury, organised by ICOMOS on the subject of damage to the heritage by tourism and methods of control. Details from Jane Fawcett, ICOMOS UK, 10 Barley Mow Passage, Chislewich, Cheltenham, GL52 3PH.

May 31 – June 3 1990
SOCIETY FOR INDUSTRIAL ARCHAEOLOGY
19th ANNUAL CONFERENCE


June 16 – 23 1990
BELGIAN IA TOUR

A tour of industrial archaeology in Belgium, being organised for members of the Southamp- ton University IA Group. An invitation to join this visit is extended to all members of AIA. Details are enclosed with this mailing.

WHAT'S MY TOWN: ANSWERS

1. Bristol
8. Nottingham
2. Davenport
9. Newcastle-upon-Tyne
3. Worsted, Norfolk
10. Cardiff
4. Southampton
11. Manchester
5. Sheffield
12. Exeter
6. Plymouth
13. New York
7. Northwich

AFFILIATED SOCIETIES

The arrangements for the 1990 Local Societies' Weekend are now well in hand. It will be held, as usual, at Ironbridge, from the evening of Friday 30 March to Sunday 1 April. Representatives of Affiliated Societies should by now have received a provisional programme and booking details.

We hope to cover a number of topics, including recording methodology (hopefully with a practical session), the use of computers by local societies, and public enquiries. The details of speakers and the full range of topics will appear in the provisional programme. I do hope that the weekend will be well-supported. If you haven't attended before, why not come along? As always, it will also provide an opportunity for members of Affiliated Societies and other members of the AIA to meet AIA Council members and officers and to exchange views on topics of mutual interest. The working weekend is open to all, and is often an excellent opportunity to discuss industrial archaeology and to develop many new ideas.

I have now completed the gathering of information for the updated List of Affiliated Societies, and hope that this will be published before Christmas. It should prove useful in many ways by providing contacts with different groups. Following my pleas for society profiles, I have received one from a newly affiliated group, the Halifax Antiquarian Society. We welcome them to the AIA, and hope they will find their membership worthwhile and enjoyable. The Society has about 300 members, and number of whom recently formed a specialist group for Industrial Heritage. This is already active, holding regular lecture meetings, excursions and guided walks. The Society, which was established in 1900, publishes papers in the form of annual transactions. This stimulates research and contributes to the Society's aim of encouraging interest in matters of historical and sociological significance relating to the ancient parish of Halifax, whose boundaries coincide almost exactly with the modern metropolitan borough of Calderdale. As always, I invite Societies not already featured in the工业企业 profiles their activities. I would also welcome any other comments, either on topics which might be raised at the Working Weekend or on ideas for improvements in the services of the AIA to its Affiliated Societies. My address is 20 Stourvale Gardens, Chandlers Ford, Hampshire, S05 3NE.

Pam Moore

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Final copy dates currently are as follows:

15 December for January mailing
15 March for June mailing
15 June for August mailing

The AIA was established in 1973 to promote the study of Industrial Archaeology in the United Kingdom, to hold conferences and seminars, and to publish the results of research. Further details may be obtained from the Membership Secretary, AIA, and encouraging 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 interests of Industrial Archaeology at national level, to host conferences and seminars, and to publish the results of research. Further details may be obtained from the Membership Secretary, AIA Archaeology, The Wharfage, Ironbridge, Telford, Shropshire, TF8 7AW, England. 095245 3622.

The views expressed in this Bulletin are not necessarily those of the Association for Industrial Archaeology.