

### CONFERRING IN DUDLEY

The AIA's annual conference for 1991, at Dudley, was the best attended ever, and one of the most successful. The main conference programme of 13-15 September followed on from a pre-conference programme of visits and lectures introducing members to the locality of the conference, as described by Marilyn Palmer and Peter Neaverson on page 2. The conference was hosted by the Black Country Society and the Black Country Museum, and organised by John Crompton and Carol Whitaker with assistance from Janet Graham, John Fletcher, and a posse of expert members of the Black Country Society. Accommodation was at the Dudley Campus of Wolverhampton Polytechnic. As we go to press this is about to become The University of Wolverhampton, but the change is not thought to be a direct result of the Association's visit.

The main conference began in time for dinner on Friday 13 September, which was followed by speeches of welcome by Ian Walden, Director of the Black Country Museum, and by Ron Moss of the Black Country Society IA Group. The weekend which followed consisted of a lively mix of talks introducing the industrial archaeology of the region, of members' contributions, of site visits, of official AIA business, and time to socialise and discuss informally. The first of the lectures about the region was given by John Crompton, and introduced the industry of the region as a whole. Further lectures were given on Saturday,

by Ron Moss on the Black Country chain-making industry, by Roger Dodsworth on glass manufacturing in the Stourbridge area, and by Mike Glasson on the Walsall leather trades. Informative and enjoyable excursions to local sites were made on the Saturday afternoon. The conference divided into three parties, to visit Mushroom Green and the Cradley chain making district, the Stuart Crystal Glass Museum, Wordsley Locks and Cobbs engine house, and the Walsall Leather Centre and the National Lock Museum at Willenhall.

Members' contributions sessions are always an enthusiastically supported element of conference programmes, giving members a chance to learn about work others have been doing or to test their own ideas in front of an informed and interested audience. The contributions this year were rich and varied. They included short presentations on Beddingham Shaft Lime Kiln, underground archaeology, the skyscrapers of Manhattan, town rubbish disposal, industrial archaeology on the Kenyan coast, Black Country token coinage, the Wednesday potteries, Lancashire mill architects, the repair of a gantry crane in Surrey, the work of the Lancaster University Archaeological Unit at Snailbeach lead mines and Backbarrow Furnace, the mines of Rio Tinto, and the enhancement of a regional Sites and Monuments Record with respect to industrial archaeology. The Welsh, Scottish and English Royal Commissions also gave presentations, outlining the work they were currently doing in recording buildings, sites and vanishing indus-

trial processes. Leisurely discussion continued late into the night in the Polytechnic bar.

Some of the more formal events of the conference were a reception hosted by Dudley Metropolitan Borough Council, followed by an excellent Conference Dinner and the annual AIA award presentations, as reported in the last issue of the *Bulletin*. The Annual General Meeting of the AIA was held on the Sunday morning, at which the officers and Council of the Association were elected. Two additions to Council were notified in the last *Bulletin*. Two new Honorary Vice-Presidents were also elected: John Hume and Angus Buchanan. In commenting on Professor Buchanan's election, the President, David Alderton, remarked that he had *introduced many people to industrial archaeology with his penguin*. Although completely true and worthy of comment, this was a remark which one anonymous member of the Council visualised more zoologically than literarily, even though he is a librarian. A profile of Professor Buchanan is given below, and one of John Hume will appear in the next edition. A discussion was held about members' feelings on many aspects of the work of the Association. In particular, the nature of the annual conferences was discussed, and it was felt by the great majority that these were always useful and enjoyable events which provided precisely the service they required.

After the AGM, the conference was rounded off by the Rolt Memorial Lecture, given this year by the eminent historian of the iron and steel industries, Keith Gale. Delegates dispersed after lunch, with the tempting option of a special guided tour of the Black Country Museum before the journey home.

The 1992 conference is to be held at Cirencester on 11-13 September, and should prove equally stimulating and enjoyable. Details were enclosed with the last mailing.



Blackbarrow Ironworks, see page 4  
Blackbarrow Furnace from the north west, with the sites of ovens and water wheel

Photo: Lancaster University Archaeological Unit

## EXPLORING THE IRON DISTRICT

Before the AIA's 1991 conference at Dudley, a busy four-day programme was hosted by the Black Country Society IA Group and the Black Country Museum to explore the West Midlands Iron District. The numbers were unprecedented and the organisers had to supply two coaches and devise a complicated relay system for the visits. These included more factory visits than we have ever enjoyed before and, in an area where transport was crucial in the development of industry, the use of railways and canals as well as the more conventional coach.

On the Monday evening, delegates were introduced to 'Industry and work in Birmingham during the industrial revolution' by Dr Eric Hopkins of the Department of Economic History, University of Birmingham. He made it clear that the small workshop was characteristic of Birmingham and the Black Country before and after the industrial revolution, a phenomenon delegates were able to observe during the following week. The planned Tuesday and Wednesday visits had to be duplicated on both days as factories were understandably unwilling to accept parties of ninety people. One group concentrated on chain making and glass manufacture, while the other studied locks and leather manufacture.

The first group began their day under the able guidance of Ron Moss and Peter Glews at the Mushroom Green chainshop, where delegates were later able to see chain being forged by hand. The hamlet, although much altered, retains many features of the close-knit squatter settlements which surrounded the Black Country chainshops. The party was then divided to visit three active chain works, two concentrating on the manufacture of heavy cable chains and one on lighter machine-made chain where women operatives are still employed. Lunch was taken at the Beacon Hotel in Sedgley, which maintains its own small brewery, producing Sedgley Surprise Bitter and the better known (and stronger!) Sarah Hughes Dark Ruby Mild. These were seen in production, sampled from the wood and supplies ordered for delivery to the Polytechnic for those unlucky enough to miss the visit. During the afternoon, several brief calls were made by a somewhat subdued group. At Harrison and Pearson's refractory brick works, they were able to see their ornate office block and to photograph the part-demolished rectangular and round kilns. A pilgrimage was made to Foster and Rastricks New Foundry in Stourbridge, from which the *Stourbridge Lion* and *Agenoria* locomotives emerged to serve in America and on the local Kingswinford Railway respectively. The latter terminated at the Ashwood Basin on the Staffordshire and Worcestershire Canal, which could accommodate 68 narrowboats at once to load coal from the Earl of Dudley's mines. Also at Kingswinford is the Broadfield House Museum, which displays the most elegant of Black Country products, various types of table glass, old and modern.

The other group were, meanwhile, visiting Walsall, Willenhall and Wolverhampton with Paul Collins and Howard Wootton as guides. Once again the coach-load had to be divided, this time into four groups to visit various curriers, saddlers and leather goods manufacturers where hand work is still pre-eminent. This was



The former Clyno Motor Works at Bushbury, Wolverhampton, built in 1925. It covered an area of four acres, with a vast single-storey expanse of north light sheds. The company failed in 1929

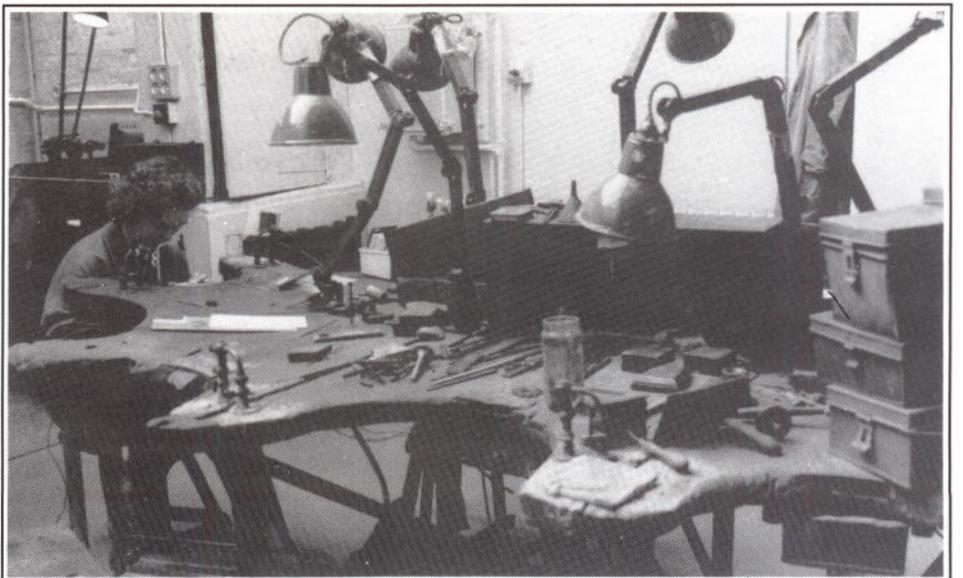
Photo: Marilyn Palmer and Peter Neaverson

followed by visits to two lock works, where the intricacies of levers, wards and mortices were explained amidst the racket of mass production. Lunch was taken at the entertainingly named pub, the *Brewer's Droop*. The lock theme was continued in the afternoon with a visit to the imposing former Chubb Lock Factory of 1899 in the centre of Wolverhampton (photo: page 8). This was in the process of conversion to the Lighthouse Arts and Media Centre, retaining most of the original structure with a new theatre building added. Nearby, the former carriage drive entrance to the original High Level station stands isolated. The former Great Western Low Level station of 1855 is in a sorry state but the railway enthusiasts viewed some remaining dual broad/standard gauge track. The emphasis then changed to road transport, where Paul Collins' expert knowledge of twentieth-century car factories came into its own. Visits were made to the former works of Henry Meadows, Clyno Engineering, Villiers, and the Star and Sunbeam Motor Car Companies.

On the Wednesday evening, both groups converged on the Black Country Museum which was kept open specially and were grateful to the staff who remained at their posts. With the Newcomen engine in steam

and wrought iron being rolled under the supervision of our Rolt Memorial lecturer, Keith Gale, delegates had plenty to amuse them until the evening's activities began. Two canal boats, operated by the Dudley Canal Trust, went through the new tunnels constructed in 1984 and 1989 into the Singing Cavern, a disused limestone mine. Here, Black Country food and entertainment were provided, but the large numbers precluded any clog dancing. However, footwork was in evidence on the return trip when the boats were legged through the tunnel by various AIA volunteers. The organisers are to be congratulated on providing such an enjoyable and unusual entertainment.

On Thursday, the Black Country was deserted for the more rural parts of Worcestershire. Delegates first visited the Churchill Forge, where a private trust are restoring a blade mill which was in operation until 1970. The next stop was Kidderminster, where Brinton's large carpet making complex was visited, although the numbers made a factory tour impossible. The most impressive building in the complex is the four-storey Slingfield Mill of 1864 in polychrome brickwork. Lunch was taken on the banks of the Severn at Stourport, where a tour was made of the basins at the terminus of the Staffordshire and Worcestershire Canal. Our



The Smith & Pepper workshop in the Jewellery Quarter Discovery Centre, Birmingham

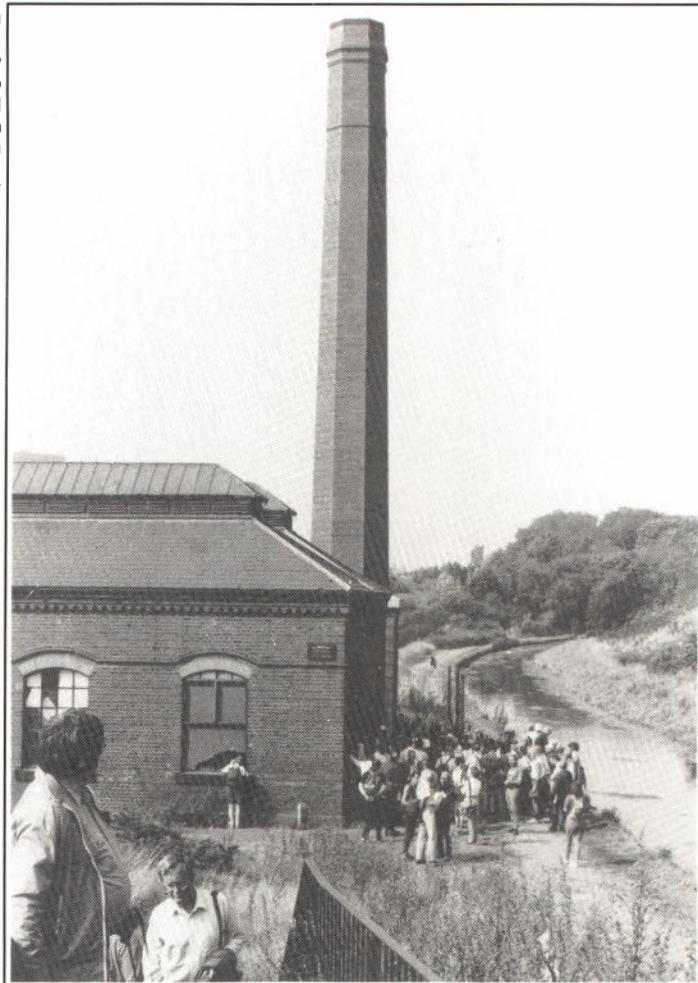
Photo: Marilyn Palmer and Peter Neaverson

third form of transport came with the journey from Bewdley to Bridgnorth on the Severn Valley Railway, where we found, to the delight of the rail buffs, *Flying Scotsman*, *City of Truro*, *Leander* and other locomotives. The final visit of the day was to Bratch Locks with Brindley's polygonal lock house of 1772. A fleeting glimpse was possible of the two triple-expansion engines still resting in the Byzantine-style former Bilston UDC Waterworks nearby. These engines, begun by James Watt and Company, were completed by Thornewill and Wareham of Burton on Trent, after the former went bankrupt in 1895. The evening's lecture subject remained with the Severn, when Peter Wakelin analysed the trade patterns on the river through the medium of the Port Books. This was followed by a selection of video recordings of the Black Country at work shown by Kelvin Lake and Peter Eggleston of IA Recordings.

Birmingham was the venue for the final day of the pre-conference programme, beginning with a guided tour of the new Jewellery Discovery Centre with its fascinating time capsule workshops adjacent. The results of the face-lift of the buildings and the introduction of new retail and wholesale trade in the Jewellery Quarter were then inspected under the leadership of a City Guide. Many of the old workshops still remain in use behind the more elegant facades. Delegates then boarded Brummagem Boats for a trip to Smethwick via the Icknield Port loop and Telford's New Cut. Disembarking at the New Pump House of 1892, some members walked up to the splendid 1829 Galton Bridge by Telford. Restoration of the pump house by Sandwell Borough has included the building of a complete new chimney stack. By contrast, delegates next walked to the excavated site of the original 1779 Smethwick Engine, now covered by a roof. This was the original site of the engine subsequently seen in the Birmingham Science Museum, the oldest working Watt engine in the world. Working, but for how long? The Keeper, Jim Andrew, started the engine for delegates but explained the Health and Safety problems concerning possible incidence of Legionnaire's disease due to the temperature reached by the water pumped for demonstration. How did our engine men survive in the past? The Watt connection was maintained with a brief final

The 1892 pumping station at Brasshouse Bridge, complete with new chimney, returning water to the 473 feet Smeaton Old Line of the Birmingham Canal Navigation

Photo: Amber Patrick



visit, this time to the Soho Foundry which is now in the possession of an equally well-known Birmingham firm, Avery's. Inside the elaborate portico are several cottages built for Murdoch and other foundry workers in about 1800.

Delegates returned to the Dudley campus, ready for the Conference proper, with an enthusiasm for the Black Country whetted by an excellent series of visits. Their thanks are due to John Crompton, Ron Moss, Peter Glews, and other members of the Black Country Society for coping valiantly with such a large number of people. The factory visits gave an insight into the continuing pre-eminence of

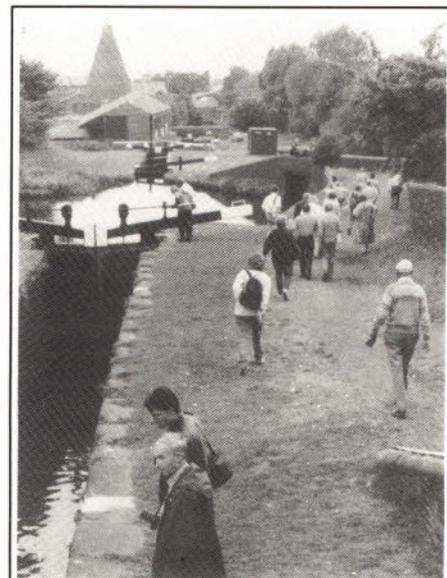
the Black Country in metal wares and leather manufacture. Although vast changes have taken place in the landscape and few pre-1900 buildings survive, the craft skills are still in evidence. Members will also value the Conference Guide on the West Midlands Iron District which has achieved the almost impossible in covering a complex area. Readers will appreciate the clear maps drawn by Brian Malaws, and the editor and authors are to be congratulated.

Marilyn Palmer and Peter Neaverson



Conferring on the *Euphrates Packet*, on Telford's new line of the Birmingham Navigation

Photo: Amber Patrick



Wordsley Locks and glass cone, visited during the main Black Country Conference

Photo: Peter Wakelin

### DEPTFORD DEMOLISHED

The world's first central power station has finally been demolished. The remaining arches of Sebastian de Ferranti's Deptford Power Station of 1889 has been cleared along with most of the post World War II Deptford East Power Station. Explosives are being used and there has been concern amongst local residents who have feared IRA bombs. At the time of writing the Deptford East chimney still has to come down. Some of the pumps in the basement of Deptford East Power Station were claimed to have come second hand from the PLUTO (Pipe Line Under the Ocean) project. Information will be gratefully received.

The original Ferranti station supplied central London at 10,000 volts AC, 83.3 Hz—the frequency decided on was 5,000 cycles per minute. A reasonably good view of the Ferranti arches, set in the south wall of the 1950s East Power Station building and painted red, could be obtained by looking through the gate on the north side of Stowage SE8. There used to be a substantial model of the 1889 Deptford Power Station in the Science Museum, South Kensington, which gave a good idea of Ferranti's original arrangements.

*Robert Carr*

### DEVELOPMENTS AT CROMFORD

A Derelict Land Grant from the DoE has recently been announced for work to remove the final traces of the paint works which occupied Cromford Mill, and this news has been followed by a decision to fund repairs to the five-storey mill beside the road on the site. This has been described by the Arkwright Society as 'the end of the beginning' of their long project to conserve Cromford Mill. The Society bought the site back in 1979, and it has been regarded as one of the world's key sites of industrial history, having been the most important birthplace of the modern factory.

The first part of the project was the clearance of the modern factory buildings to provide proper access, and to allow the start of restoration work and the first public viewing. The strategy has been to repair buildings around the periphery of the site and rent them, and this now generates important income for the Society. Museum spaces have also been created and opened to the public. The Derelict Land Grant provides for the removal of the remaining plant associated with the colour works which disfigures part of the central area.

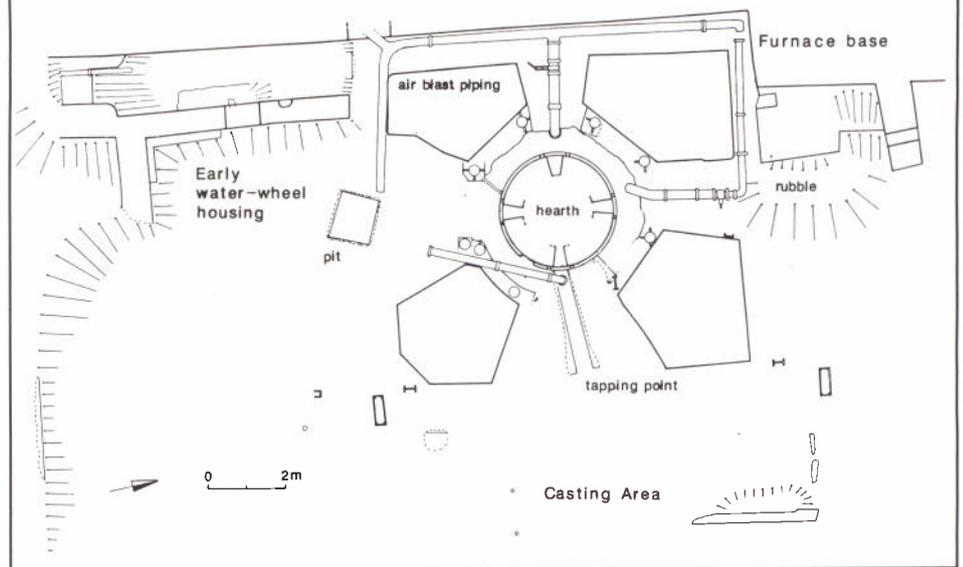
The five-storey round-ended warehouse which dominates the roadside view of the site is now the focus of attention. Damp and dry-rot have been cured with grant aid from Derbyshire County Council and English Heritage, together with the help of a loan from the Peak Park Trust. Of all the buildings on the site, only the first mill, perhaps the most important of them all, remains to be conserved. It is hoped that work will start on that later this year.

### ELSECAR PROJECT

The Elsecar colliery and ironworking workshops, together with their famous Newcomen engine, are at the centre of a major new tourist attraction planned in the Barnsley and Dearne Valley region. The workshops cover a five acre site and are being converted to an industrial theme park in conjunction with restoration of

### BACKBARROW IRONWORKS, CUMBRIA

#### Ground Plan of Furnace Area



the historic industrial village of Elsecar and repair of the Scheduled engine. It is hoped to attract a quarter of a million visitors in 1997.

Elsecar was a coal and iron community developed in the eighteenth and nineteenth centuries by the fourth, fifth and sixth Earls Fitzwilliam of Wentworth Woodhouse. The ironworks opened in the 1740s and the workshops date from 1850. The latter were built as a central establishment for all of the Fitzwilliams' coalmining, ironmaking and engineering enterprises. They included an ironworks, railway, blacksmiths' shop, joiners' shop, experimental tar distillery, saw mill, timber store, machine shop, waggon shop, granary, and the famous Newcomen beam engine which dates from 1795.

British Coal took over the workshops at the time of nationalisation in 1947, and the majority of the buildings were listed in 1986. Barnsley Metropolitan Borough Council acquired the site in 1988 and the dream held by so many to conserve and realise the potential of the industrial heritage of the area is now being put into action.

### BRITISH ARCHAEOLOGICAL AWARDS

Don't forget it is still not too late to enter for any of the ten biennial British Archaeological Awards, the most prestigious in British archaeology. Details were given in the last issue of the *Bulletin*. The closing date for entries is 30 June 1992. For entry forms, write to Mr John Gorton, 56 Penn Road, Beaconsfield, Bucks HP9 2LS.

### BACKBARROW IRONWORKS

The Backbarrow Ironworks lies within the Lake District National Park, just beyond the south end of Lake Windermere (SD 3555 8470). The first blast furnace in the Lake Counties was built here in 1711 and, after a long and successful history, was the last British furnace to convert from charcoal fuel to coke, doing so as late as the 1920s. The site finally closed in the 1960s, since when it has stood derelict and decaying.

The Leven valley, within which Backbarrow lies, is an area rich in the remains of its industrial past. Dating from medieval times through to the twentieth century, these remains

include several iron working sites, the cotton and 'blue' mills at Backbarrow, the gunpowder works at Lowwood, Stott Park Bobbin Mill (run as a museum by English Heritage) and, in the woodlands around the valley, many examples of charcoal burning platforms, potash pits and bark peelers' huts. All of the industries represented by these remains made use of the abundant natural resources of the area; for example water provided a power source, the woodlands provided wood, bark and charcoal, and there were rich iron ore reserves in nearby Low Furness. In addition, the river valley was a natural and ancient trade and transport route. The Lakeside Railway, running through Backbarrow, is a living monument to this aspect of the valley's heritage.

The history of the Backbarrow ironworks itself is known in outline only, although there is a wealth of documentary evidence for the site, the study of which would do much to illuminate it. The extensive remains on the site represent several phases of operation within that history, and their national importance is recognised in their status as a Scheduled Ancient Monument.

In August 1991 Lancaster University Archaeological Unit carried out a short recording and assessment programme at the request of English Heritage. As a result, the remains on the site have been fully identified and the extent of available documentary evidence assessed. The furnace and adjoining structures at the centre of the site have also been recorded in the form of a ground plan and stone-by-stone drawing of the main elevations. Although archaeological analysis of these structures was not part of the project brief, it is clear from this initial examination, and from available early photographs and maps, that the physical remains of the Backbarrow Ironworks incorporate fragments of many phases and their study would aid considerably in the unravelling of its history. The site has considerable potential as a focus for the study and interpretation of the industrial heritage of the Lake District.

*Michael Trueman*

*Lancaster University Archaeological Unit*

## SMALLSMITH'S DIARY

9 April

Today is the General Election, and to while away the time in the evening before the results came through, Bolt invited us all to his charming lock-keeper's cottage to drink his malt whiskey and play a board game of his own inventing. Rather like Monopoly it involves buying sets of industrial sites and artefacts—ironworks, cotton spinning machines, limekilns and so on—with 'Chance' cards ranging from a £500 Dorothea Restoration prize to a fine of £200 for trapping a visiting school child in your working steam engine (although Mrs Dobbin was heard to mutter that a £200 bonus would be more appropriate in that instance). Bolt had also devised a fiendish set of dice configurations which decided when and how well you could restore your IA structures, but which provoked argument among the players; although somehow, whichever way the dice landed, Bolt seemed to do very well for himself. In particular, and unlike the rest of us, he always missed the square which said 'Go to canal restoration scheme', from which you could then only escape by either throwing a double or paying a £100 forfeit. Like the best IA restoration products—Blists Hill's Severn Trow comes to mind—Bolt's game seemed as if it would never be finished, although by the time we were on to his second bottle of whiskey, no-one seemed to mind, and there was much giggling when we discovered that it was 5 am and we'd missed almost all of the election results.

12 April

We have just spent a trying evening with our good friends Bolt, Neill and the remarkable Mrs D at our favourite pub, the aptly-named 'King and Furnace Keeper'. Talk quickly turned to the election result. Neill was most pleased with it all, predicting a bright future for IA, museums and most things as they were forced to respond to the exciting cut and thrust of market forces. My dear wife whispered to me, rather cynically I thought, that Neill was really looking forward to another five years in which the quality of your image counted more than that of your content. But both Neill and Bolt were rampant, and particularly excited by the appointment of a Minister of National Heritage. Indeed they proposed writing to the said Minister on behalf of our Buttockbarn IA Group and using our new marbled notepaper (which Neill just happened to have

with him), to send him our supportive good wishes and our expectation that IA will be up there high on his agenda with opera, fine art, and certain West London football teams. However, Mrs Dobbin, showing the strength of character for which she is renowned, disagreed vehemently, arguing that you couldn't trust anyone who was 'so slimy and unpleasant in appearance', and the writing of the letter was postponed until feelings cooled. My wife then added to the mood of ill-temper by suggesting that the election of another Tory government was excellent for IA whether or not the new Heritage Minister took an interest, as it would mean a lot more factories, pits and railways closing down for us to record and preserve. I really must take her to task for this most unpleasant streak of cynicism in her character.

29 April

A red letter day with the arrival (at long last!) of the national IA society's bulletin. There are few pleasures as great as reading IA news over toast and marmalade, although my dear wife looked less than pleased when I banged my fist on the table in frustration at the fact that still no local group seems to wish to be profiled in the 'Local Societies Spot', and hit the marmalade spoon. Still, some good came of it, for as I was cleaning the marmalade off the bookshelves I came across the remarkable Mrs D's plumb line, which everyone thought I had lost at last year's surveying weekend at the bell-pits. It was behind 'The Making of the Industrial Landscape', so it was strange it had not been discovered in all this time. Anyway, to return to the bulletin, it turns out that the editor has been ill, hence the delay—poor chap, he no doubt picked up a chill out on one of his many archaeological projects. This led to lively debate tonight when Bolt, Neill and Mrs D popped round for a chat. I was rather shocked to hear Bolt launch into a tirade about how illness was no excuse, and how it wouldn't have troubled the great pioneers and inventors, who were too busy pioneering and inventing to be ill. It was, he said (rather heatedly by now), a sign of the malaise of modern society. At this Neill in an ill-advised way, roared with laughter, slapped Bolt on the back, and told him what a punning wit he was. For a few tense moments, it seemed as if Bolt would hit Neill, until my dear wife stepped in and saved the situation by telling the group about the marmalade incident, and to my great discomfort, all the laughter turned on me.

'This is fun'



Drawing by Susan Isaac

### WORK GOES ON AT WET EARTH

A small team of dedicated enthusiasts have been exploring for some years the tunnel system at Wet Earth Colliery, Clifton, Manchester, which they believed linked the colliery's wheel chamber to the Irwell. In November their hard work and dedication was rewarded when the link was finally made.

This proved the existence of a tailrace and enabled them to date certain of the tunnels to the period when James Brindley had been on site. Locating the tailrace should have been the culmination of their work, but amazingly, whilst excavating the final 60 yards of passage, they uncovered a sub-system of tunnels leading to either side of the wheel chamber.

Both of the new tunnels were initially submerged but on de-watering, the southern portal allowed access to a chamber which intersected a coal seam: the team's first trace of actual coal workings, and surprisingly gas free. Passages ran out from the chamber to connect with various shafts and conduits, all of which are below what is termed the central colliery area. This gives an extremely complicated route plan which indicates that the later (mid eighteenth-century) miners connected to early workings, possibly accidentally.

The second tunnel may well prove to have been an earlier inefficient system, seeming hardly large enough to cope with the known volume of water that had to be discharged.

At present, the newly discovered areas are basically restricted to physically fit dry-suit owners, but the journey is well worth it for fanatical mine enthusiasts. For the benefit of the less fit and well equipped, the exploration team hopes to film the trip in order that everyone can enjoy the experience.

Mark Wright and Alan Davies, from the Salford Mining Museum, are the exploration team leaders and they are willing to take people through the tunnel system and/or provide them with information relating to the site. Mark, who wrote a report on which this item has been based, can be contacted at 5 Wilton Street, Heaton Park, Prestwich, Manchester M25 5JB.

Edwina Alcock

## NORTH-WEST ENGLAND

The **Bolton Steam Museum**, which was established in 1983 by the Northern Mill Engine Society, has closed for total redevelopment over two or three years. The museum displays the Society's collection of fully-restored textile industry steam engines and is housed in one of the engine houses at Atlas Mills. Following a Public Inquiry, the site is being cleared for a new Morrison's supermarket.

Morrison's are providing very substantial financial assistance for relocation and are refurbishing one of the original cotton stores on the site to provide new premises. In spite of the inevitable disruption and the dismantling of 25 years of work, the Society naturally welcomes this support from the private sector and is currently preparing a detailed Development Plan for the much-enlarged premises. An appeal will be made for complete interior refurbishment and fitting-out, and it is hoped the museum can open again in late 1994. The Society has two items it will be unable to accommodate, and alternative homes are being sought (see *Noticeboard* opposite).

Work is in hand on the **East Lancashire Railway** to provide more traditional station buildings and improve passenger facilities. Trains operate from Bury Bolton Street station, which is a 1950s BR re-build. The line was built in 1846 from Clifton Junction to Bury, Ramsbottom and Rawtenstall, and was used by coal trains until 1980.

The East Lancashire Railway Preservation Society was formed in 1968 to try to save the Stubbings-Accrington line, and it set up the Bury Transport Museum in 1972, collecting steam locomotives and other vehicles and providing short steam rides with a break van. With the assistance of Greater Manchester Council, the line was purchased from BR and permission to begin restoration from Bury to Ramsbottom secured with the help of Derelict Land Grants from the DoE. Services were re-opened to Ramsbottom in 1987. With help from the local authorities, trains began to run through to Rawtenstall in 1991, and over 200,000 passengers have now been carried. There are seven operational steam locomotives.

*Edwina Alcock*

## GREATER LONDON

At the west end of Moreland Street EC1, **Gordon's Gin** have moved out of their distillery which is now empty and awaiting fresh uses. The still room itself stretched along the north side of the street and was almost on the scale of a power station. It was the largest gin distillery in the world.

Alcohol came by road tanker from Wandsworth to Gordon's where flavouring was added, juniper berries, dried orange peel, coriander seeds and aromatic herbs, and the mixture was re-distilled. De-mineralised water was added to produce a drink with the correct proof spirit and bottling was carried out at Basildon. Gin requires no maturation and may be drunk immediately. The founder of the firm, Mr Alexander Gordon, from Scotland, established his distillery in 1769 in Groswell Road, a few hundred yards from the present site. These original premises were destroyed by bombing in 1941 and the distillery on the corner of

Moreland Street opened about 1950.

At the south east end of the street the Banks and Taylor's public house, the King's Arms of 1901, has been closed and demolished. Such buildings in London are not usually at risk and this architecturally presentable Victorian edifice seemed ripe for adaptive re-use even if licensed premises were no longer required on the site. Founded in 1981, **Banks and Taylor of Shefford** in Bedfordshire were one of the most successful of the new small brewers, and four or five years ago by leasing public houses had built up a network of twelve pubs, seven of them in London—the largest number of any new brewer. Their first London pub, the Lord Rodney's Head in Whitechapel Road E1, was leased from London Transport. The brewery had an output of about sixty barrels a week but just lately they do not seem to have been doing so well.

Immediately next door to the pub site, to the east, **Finsbury Distillery** has its ground floor orifices blocked up, with breeze blocks filling the front entrance. Again, fresh development may be expected. Of late, Finsbury Distillery produced not gin but Stone's ginger wine by a process essentially similar to home wine making but on a commercial scale. Industrial archaeologists paid memorable visits here when ginger wine production was still in progress.

The dignified and impressive **Brunel family** tomb in Kensal Green cemetery has recently been cleaned for the inclusion of the ashes of the great-great-granddaughter of Sir Mark Isambard Brunel. At Rotherhithe, where Sir Mark commenced construction of the famous **Thames Tunnel** in the mid 1820s, the Brunel engine house chimney is to be reconstructed to resemble its appearance in 1843, adding another 30 feet to the existing brick base. Bob Barnes and Nicholas de Salis of the Brunel Project featured in one of the BBC Radio Four programmes *Science Now*. The programme, broadcast twice in mid March, has given useful publicity to the exhibition in the engine house which is open in the afternoon on the first Sunday of each month.

Sarson's vinegar works in **Southwark** closed in December. Present plans are for a sympathetic housing and office development.

The main train shed of **Liverpool Street** main line railway station in the City of London, which opened in 1874, has recently been extended southwards in a grand and excellent pastiche manner. Approaching the station now one almost wonders if this is an art gallery—shades of Gare D'Orsay Paris? The new train service to Stanstead Airport operates from Liverpool Street.

**East Croydon station** building was substantial, with a lantern roof booking hall of 1897, and there were facilities for the Post Office to the east of the railway. The LB&SCR booking facilities on a bridge over the railway tracks have gone to make way for a structure more in keeping with present surroundings—no Liverpool Street treatment here. The new style is probably not unconnected with Croydon's recent bid for city status. We still await the coming of the trams.

*Robert Carr*

## YORKSHIRE AND HUMBERSIDE

Carlton Mill chimney, one of the few remaining in **Sowerby Bridge**, is to be repaired and restored. The mill, boiler house and chimney were built in the mid nineteenth century as part of a complex of textile mills, and have been preserved to represent the final stage of mill development in this area. But the number of industrial chimneys continues to decline; for example the 150 year old chimney of Tan House Mills, **Hipperholme, Halifax**, is to be demolished. The mills were the tannery of James Lee and Sons until they closed in the 1950s, and the site has been cleared after fire damage. In **Sheffield**, the firm of W E Harrison (Steeplejacks) Ltd has gone into liquidation because of lack of work caused by the recession and the decline of the factory chimney. It was founded in 1854 and had been based at Regent Terrace since 1883. In 1896, Teddy Harrison was the first steeplejack to climb Nelson's Column in London, using 18 feet ladders lashed together because spikes were not allowed, and since then the firm has called itself 'of Nelson's Column fame'.

The engine house from **Ashley Mills, Ashley Lane, Saltaire**, is to be moved and re-erected nearby for light industry, as it is in the path of a new link road to Salt's Mill.

At **Aiskew near Bedale** in North Yorkshire, the Leech House, used to store and possibly breed leaches for sale to apothecaries, has been privately restored. Watershed Mill, an old cotton mill in **Settle**, North Yorkshire, has been turned into a business centre which also sells local arts and crafts.

In **Barnsley** the last complete linen mill, Hope Works, is empty and threatened with demolition, while the modest buildings of Exchange Station, built in 1871 by the Lancashire and Yorkshire Railway, were demolished in January. The conversion of Priory Mill, the former monastic corn mill at Monk Bretton, Barnsley, to a pub called *The Mill of the Black Monks*, has won the only conservation award given by the Campaign for Real Ale this year.

British Steel's last coking plant in South Yorkshire, the **Orgreave Works** which became notorious during the miners' strike, closed in August 1991 and is being demolished.

The 150th anniversary of **Stocksbridge Steelworks**, north of Sheffield, is being celebrated with a week of events beginning on 13 June, and the publication of a book later in the year. Stocksbridge is unusual among steel works because Samuel Fox established it to produce wire for the textile industry, soon followed by umbrella frames and crinoline wire, and only later moved into steelmaking. Some 1860s and '70s buildings from the earlier phase survive. Now it makes special engineering steels for aerospace, cars and similar uses.

*Derek Bayliss*

## NOTICEBOARD

### ARCHIVAL ASSISTANCE

John Fletcher has written to say that he is available at reasonable rates to undertake documentary searches. He is willing to search local newspapers, periodicals, documentary classes at the Public Record Office and other items as available, to your requirements. He can be contacted at 4 North Road, Petersfield, Hampshire, GU32 2AX ☎ 0730 63269.

### VACANCY WITH DOROTHEA

Dorothea Restorations Ltd are advertising for a new Contracts Manager. They seek a conservation minded entrepreneur to develop and manage their London-based operations. A BTec, HND or degree and minimum of five years relevant experience are essential. A good salary and benefits package are paid by negotiation. If you are interested, it would be wise to telephone to check whether the post is still open ☎ 0272 715337. A full cv should then be sent to Mr G Wallis, Dorothea Restorations Ltd, Unit 6, St Annes Road, St Annes Park, Bristol BS4 4ED.

### TEXTILE MACHINERY

The Bolton Steam Museums is seeking homes for two pieces of equipment it is unable to accommodate in its new premises (see *Regional News* opposite). These are a 1926 Asa Lees condenser spinning mule with approximately fifty spindles, and a high-speed enclosed compound steam engine by Ashworth and Parker which has 5 inch and 8 inch cylinders. For further information, contact John Phillip, 84 Watkin Road, Clayton-le-Woods, Chorley PR6 7PX ☎ 0257 265003 (after 6.30 pm).

### STEAM MUSEUM AT CANTERBURY

The Steam Museum, at Preston, Canterbury, is searching for very early steam engines. The Museum has been established to present the history of steam power from Ancient Greece to the late twentieth century and all kinds of applications, including industry, transport, agriculture, public services and recreation. It is anticipated that it will be difficult to fill important gaps in the available exhibits, especially in the period from the late seventeenth to the early nineteenth centuries. Anyone able to suggest potential sources of material, either original machines or models, which would help to illustrate the development of non-piston pumps and later piston, atmospheric or pressure engines, should contact M List Brain, The Steam Museum, Preston, Canterbury, Kent CT3 1DH ☎ 0227 722502.



New AIA Council member, Bill Firth, elected at the Dudley AGM, as reported in the last Bulletin which should also have included the above photograph!

## AIA NEWS

### PROFESSOR ANGUS BUCHANAN

*Professor Angus Buchanan was elected as a Vice-President of the AIA at its Annual General Meeting last year. The following profile of his work in industrial archaeology has been written by the President, David Alderton, with additional information from Professor Buchanan. A profile of John Hume, who was also elected as an Honorary Vice-President, will appear in the next issue.*

For me and for very many industrial archaeologists, Angus Buchanan's famous Pelican book, *Industrial Archaeology in Britain*, was our first introduction to industrial archaeology as a serious study. However, before this he had already, with Neil Cossons, set up at the Bristol Folk House the adult class in industrial archaeology which became BIAS (the Bristol IA Society), of which he was first chairman. He then initiated the series of very successful annual Bath Conferences, which brought together interested people from all over the country. Inevitably, the formation of a national society was discussed, and this became reality at the Isle of Man Conference in 1973 with the establishment of the AIA. On the sad death of Tom Rolt, the first President, in 1974, Angus took over and steered the Association through its formative years. He has subsequently served as President of the Newcomen Society (1981-3), and since 1981 as Secretary General of the International Committee for the History of Technology. Since 1974 he has maintained a watching brief for industrial archaeology on the Properties Committee of the National Trust, and he is currently coming to the end of a 14-year stint as a Commissioner with the Royal Commission on the Historical Monuments of England, in which capacity he has been

associated with many significant developments in the recording of industrial monuments. Very appropriately, he was the Rolt Memorial Lecturer at the Association's Bath Conference, when he introduced us to a theme which he has since pursued much further, the later nineteenth-century engineers.

Throughout this long association with industrial archaeology, Angus has been on the staff of the University of Bath, where he is now Professor in the History of Technology and Director of the Centre for the History of Technology. I have already mentioned his Pelican book, *Industrial Archaeology in Britain*, first edition 1972, revised edition 1982, though now sadly out of print. He also contributed to the David and Charles industrial archaeology series by writing with Neil Cossons *The Industrial Archaeology of the Bristol Region* (1969), and with George Watkins he wrote the last of the Longmans/Allen Lane industrial archaeology series, *The Stationary Steam Engine* (1976). With his brother, Sandy, he contributed to the Batsford industrial archaeology series with *The Industrial Archaeology of Central Southern England* (1980), and with Michael Williams he wrote on *Brunel's Bristol* (1982). More recently, he has written *The Engineers: a history of the engineering profession in Britain, 1750-1914* (1989). His latest book, *The Power of the Machine*, will be published by Viking this summer.

With this record of contribution to the cause of industrial archaeology behind him, it was a great pleasure for me to propose Angus as an Honorary Vice-President of the Association. He has always been ready to advise and assist the AIA in ways great and small, as when he led a guided tour of the Bristol Docks for last year's Avon Field Week, and we trust that this co-operation will continue for many years.

David Alderton

Professor Angus Buchanan, our new Honorary Vice-President

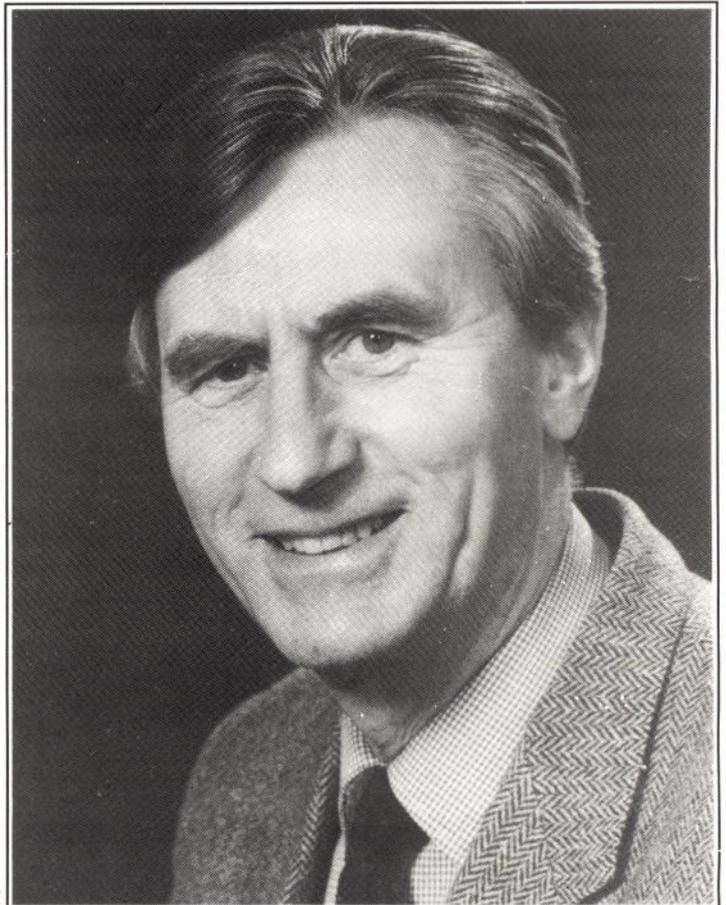


Photo: Colin Wilson, University of Bath

## DIARY

**17-18 June 1992**

### PROSPECTS AND PRIORITIES FOR THE INDUSTRIAL HERITAGE

a course considering ways of safeguarding and extending the recognition achieved by industrial heritage, at Summerlee Heritage Trust, Coatbridge near Glasgow. Details from The Short Course Administrator, The Ironbridge Institute, Ironbridge Gorge Museum, Ironbridge, Telford, Shropshire TF8 7AW ☎ 0952 432751.

**27-28 June 1992**

### NAMHO FIELD MEET

organised by the National Association of Mining History Organisations and hosted by the Shropshire Caving and Mining Club at Ironbridge. The meet will include workshop sessions on recording techniques, seminars on surface preservation, field trips on the surface and underground, and a social. Details from Adrian Pearce, 72 Hopkins Heath, Shawbirch, Telford, Shropshire TF5 0LZ ☎ 0952 253310.

**17-24 July 1992**

### ARCHITECTURAL CONSERVATION SUMMER SCHOOL

at West Dean College, Chichester. Details from Philippa Thompson, ICC Meetings and Events, 15 Greycoat Place, London SW1P 1SB ☎ 071 233 3766.

**7-11 August 1992**

### SUBTERRANEA BRITANNICA INTERNATIONAL CONFERENCE

at Bath. The conference will include many visits and discussions, especially on the theme of secondary use of underground space. Details available from Sylvia P Beamon, 2 Morton Street, Royston, Herts SG8 7AZ ☎ 0763 242120.

**12-19 August 1992**

### MINI MILL SYMPOSIUM, EASTERN USA

organised by the International Molinological Society and visiting Long Island, New York and Cape Cod. Details from Owen Ward, 77 Hansford Square, Bath BA2 5LJ ☎ 0225 832529.

**16-21 August 1992**

### SOCIETY FOR THE HISTORY OF TECHNOLOGY ANNUAL CONFERENCE

at the Uppsala, Sweden. Details from Uppsala Turist & Kongress, SHOT, S:t Persgatan 4, S-753 20 Uppsala, Sweden. Proposals for papers can be sent to Profess Hakon With Andersen, Center for Technology and Society, University of Trondheim at Lade, N-7055 Dragvoll, Norway.

**24-26 August 1992**

### TRANSPORT HISTORY IN AND AROUND LANCASHIRE

a residential course at Lancaster. Details from Derek Brumhead, Gayton, Laneside Road, New Mills, via Stockport, SK12 4LU.

**8-9 September 1992**

### TWO HUNDRED YEARS OF GAS PRODUCTION IN BRITAIN

an international conference at the Museum of Science and Industry in Manchester. Offers of papers should be submitted by 1 June this year. Details from Dr Alan Wilson, Museum of Science and Industry, Liverpool Road, Manchester M3 4JP.

**11 September 1992**

### HERITAGE MANAGEMENT AND INDUSTRIAL ARCHAEOLOGY

a symposium preceding the AIA annual con-



The Dudley Conference: exploring the Iron District (see page 2-3). The former Chubb works in Wolverhampton, built in 1899, during conversion to a media and arts centre  
Photo: Marilyn Palmer and Peter Neaverson

ference in Cheltenham, with sessions concerned with buildings, landscapes, artefacts and adaptive re-use. Details from the Editors, Industrial Archaeology Review, Department of History, University of Leicester, Leicester LE1 7RH.

**11-13 September 1992**

### AIA ANNUAL CONFERENCE FOR 1992

at Cirencester, with a post conference programme until 16 September. Details were enclosed with the last Bulletin.

**13-18 September 1992**

### TICCIH Madrid

the Eighth International Conference on the Conservation of the Industrial Heritage, in Madrid. Details from the Secretary of the Congress, Fundacion de los Ferrocarriles Espanoles, Direccion de Programas, Santa Isabel 44, 28012 MADRID, Spain.

**13-17 September 1992**

### SYMPOSIUM ON THE CATALAN FORGE

at Ripoll, Catalonia, Spain. Among the direct processes for obtaining iron prior to the ubiquitous use of the blast furnace, the Catalan Process had an outstanding place, especially in the sixteenth to eighteenth centuries. Details are available from Dr Estanislau Tomas, Secretaria del Simposi, AMCT, Via Laietana 39, 08003 Barcelona, Spain.

**16 October 1992**

### NEW INITIATIVES IN PROTECTING THE INDUSTRIAL HERITAGE

a course at Ironbridge on listing, scheduling and other protective procedures. Details available as for 17 June.

**2 November 1992**

### IN SITU OR IN SHOWCASE: FUTURE POLICIES FOR THE CONSERVATION OF INDUSTRIAL ARTEFACTS

a course at the Science Museum, London. Details available as for 17 June.

**20 November 1992**

### MARKETING MUSEUMS

a course at Ironbridge. Details available as for 17 June.

**21 November 1992**

### GOTHIC TILES: MEDIEVAL AND MODERN

a seminar at the British Museum. Details available as for 17 June.

**24 November 1992**

### ARCHAEOLOGY AND INDUSTRIAL BUILDINGS: PURPOSE AND TECHNIQUES

a course at Ironbridge. Details available as for 17 June.

**10-12 September 1993**

### AIA ANNUAL CONFERENCE FOR 1993

at Ambleside, Cumbria, with an additional programme 8-10 and 12-14 September. Details will be mailed to members in due course.

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

## AIA Bulletin

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Final copy dates currently are as follows:

30 June for August mailing

30 September for November mailing

30 December for February mailing

30 March for May mailing

*The AIA was established in 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 interests 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. ☎ 095243 3522.*

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