INDUSTRIAL ARCHAEOLOGY NEWS

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THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

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Polish feature • seminar • AIA Ironbridge Award • Marconi centenary • Bull engine
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AIA
ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

INDUSTRIAL ARCHAEOLOGY NEWS 116 Spring 2001

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IA Review Editors
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School of Archaeological Studies, The University, Leicester LE1 7RH

IA News Editor
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49 Breach Lane, Shaftesbury, Dorset SP7 8LF

Affiliated Societies Officer
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8 Queen's Keep, Clarence Parade, Southsea, Hants PO5 3NX

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Isabel Wilson
AIA Office, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH
☎ 0116 252 5337, Fax: 0116 252 5005
e-mail: AIA@le.ac.uk

Website:
www.industrial-archaeology.org.uk

COVER PICTURE

Grinding wheel and pentrough recorded in 1998 at the Abbeydale Works, Sheffield, where funding has been obtained for repairs (see Regional News, page15)

Photo: © Crown Copyright NMR

Current Research and Thinking in Industrial Archaeology: The Pre-Conference Seminar at Manchester 2000

The AIA's traditional pre-conference seminar was held on 8 September 2000 in the hallowed surroundings of the chapel at Hulme Hall, which worked well until the sun came out, since there was no black-out! The organisers apologise for this defect to both speakers and delegates at what was otherwise an extremely successful gathering.

Marilyn Palmer and Peter Neaverson

Our first contributor was **Tim Smith (Greater London Industrial Archaeology Society)** on the weight-loaded hydraulic accumulator and accumulator towers, on which Tim is the undoubted authority. He discussed their development, nature and use and showed slides of the towers used to house them. Around 100 towers survive in Britain but only a quarter of these still contain their accumulators. The adaptive re-use of towers was also touched upon – but what do you do with a redundant accumulator tower?

Paul Sowan (Subterranea Britannica) described some technologically advanced late-nineteenth and early-twentieth century limekilns in the south-east of England, the importance of which have been recognised under the Monuments Protection Programme as high priority candidates for scheduling. Close liaison has been established between the Surrey Wildlife Trust (seeking to improve the kilns as bat hibernation sites) and industrial archaeologists with an interest in the kilns themselves.

Ray Riley and Tony Yoward (Southampton University Industrial Archaeology Group) took us into the realms of structuration theory, using nineteenth-century milling in Portsmouth as a case study. They argued that, as a discipline, industrial archaeology focuses upon artefacts. Yet artefacts are the product of decision-making, but the decision-makers are themselves subject to a variety of pressures, not only at the local but also at the national and international scales. Using structuration theory, which sees decision-makers influenced by top-down and bottom-up influences, the paper endeavoured to bring together all the factors acting upon millers at the time, thereby placing the industrial archaeology of milling in its socio-economic and political context. They argued that the discipline of industrial archaeology would be strengthened if more attention was paid to the environment within which artefacts operate.

Martin Roe (Universities of Leicester and Bradford) and winner of the Student Category in the AIA Fieldwork and Recording Awards, discussed the relationship between surface and underground archaeology on metal mining sites. He argued that many archaeologists have either failed to take note of, or have failed to understand, the underground activity on mining sites and how this might have shaped a site. Surface remains can be a reflection of underground working methods and can therefore be the key to understanding how and why a site was worked: they can equally be very misleading. This paper asserted that it is necessary in studying the archaeology of mining to consider carefully the symbiotic relationship that exists between the surface and the underground remains.

John Walker (Greater Manchester Archaeological Unit), also, with Michael Nevell, a winner of the AIA Fieldwork and Recording Award, took as his title 'From farmer to factory owner: a model of industrialisation from the Manchester evidence'. In Tameside in Transition, they took the new monument types established for the period 1600-1900 which were included in the RCHME/English Heritage Thesaurus of Archaeological Monuments, and tried to relate these to the seventeenth and eighteenth century social structure of the area. The history of the social groupings was followed and the monuments they were responsible for analysed, suggesting it was the wealthier tenant farmers who were the driving force behind the industrialisation of the region. Michael Nevell himself described the recording work being undertaken on canal warehouses in the north-west. This complemented a paper by **Simon Taylor (English Heritage)** on packing and shipping warehouses in Manchester. An examination of the warehouses of the merchant cotton exporters of Manchester, based primarily on first-hand investigation of some of the best surviving examples, has been carried out by EH northern Architectural Survey section over the last four years. The survey has indicated their progressive methods of construction, architectural style and servicing in the face of changing economic factors, both locally and globally, and the impositions of legislation, from the mid-nineteenth century to the First World War.

The seminar closed, appropriately, with a contribution from **Patrick Greene (Manchester Museum of Science and Industry)** on the conversion of Liverpool Road Station, Manchester, into an internationally renowned museum. 15 September 2000 marked the 170th birthday of the Liverpool & Manchester Railway and the 20th anniversary of celebrations that initiated the rescue and conversion process. The first phase opened on 5 September 1983 and now The Museum of Science and Industry in Manchester is one of the largest of its kind in the world. His paper concentrated on the archaeological approach taken to the conversion, which was the subject of his article in Industrial Archaeology Review, vol XVII, no.2 (1995). Delegates had plenty of opportunities to visit the Museum in the course of the conference.

The next seminar will be held in Cambridge on Friday 17 August 2001, continuing the theme of current research and thinking in industrial archaeology, and the Editors of Industrial Archaeology Review welcome advance notice of potential contributions.

The AIA Ironbridge Award

Winners of the biennial British Archaeological Awards were announced at the Great Hall of Edinburgh Castle on 16 November 2000. The ceremony was opened by Lord Montagu of Beaulieu and the presentations were made by HRH Prince Hassan of Jordan, who is Patron of the Council for British Research in the Levant. One of the awards, the Ironbridge Award, is sponsored by the AIA. The winner this year was the New Lanark Conservation Trust for its work on the No.1 Mill at New Lanark. The following is based on a citation read by Lis Toms before the Award was presented.

It is now generally recognised that archaeology no longer confines its interests to finds and structures below ground, and that the built environment constitutes an important part of the archaeological resource. Buildings of many periods speak to the present generation about the lives, skills and aspirations of past civilisations and previous generations. The built environment provides a document of incredible richness for those who have learned how to read it. The Ironbridge Award brings this sense of buildings as archaeology into the fold of archaeological practice recognised by the British Archaeological Awards.

The current sponsor of the Ironbridge Award is the Association for Industrial Archaeology. It is presented for the adaptive re-use of a building of any type or period which, in the opinion of the judges, best retains the architectural and structural character of the building's former use, whilst providing a new and economically sustainable future. In considering projects, the judges are looking for adaptive re-use solutions for 'difficult' buildings which, because of their structural form or perhaps because of the hardships they have undergone and damage they have suffered, present abnormal challenges to those who wish to ensure the survival of their contribution to landscape and community.

The judging panel (Chairman John Crompton, with Miles Oglethorpe, Robert Carr, Nigel Sunter and Peter White) have selected three entries for special mention. The architects Buschow Henley have converted a late nineteenth century warehouse in Shepherdess Walk, London, to ground floor commercial space with 50 dwelling units on three and four floors above. The external form of the building retains its outline. The courtyard and dwelling unit interiors combine modern access features with the retention of the major elements of the original building, and the top floor units include roof-top pavilions and 'yards' which promise to recreate the social interactions of suburban streets. The judges decided to recognise this project by commending it highly.

The Stanley Mills on a spectacular site on the River Tay in Perthshire is one of four famous cotton textile mill developments in Scotland dating from the late eighteenth century. Stanley Mills closed in 1989, to be rescued in 1995 when taken into care by Historic Scotland. The Phoenix Trust, which was launched at Stanley Mills in 1997, has undertaken the restoration and conversion of 2 Mills into high quality houses and apartments to plans drawn up by Edinburgh architects Law & Dunbar-Nasmith. The judges commended the Phoenix Trust's work very highly.

Even more famous, both for its site and the utopian experiments of Robert Owen, is another of Scotland's cotton mill complexes, New Lanark. Founded in 1785, it was soon the largest in the world. Mill No.1 was a fine example of Arkwright's classic design, six storeys with three waterwheels. By the early twentieth century it was 'out of repair' and in 1946 the upper two storeys were demolished on safety grounds. By the mid-1970s, it was in serious danger of collapse. Adaptive re-use has in this case rescued a building of great historical and architectural merit from the brink of disaster. The New Lanark Conservation Trust has drawn together funding from several sources to consolidate the building and restore the upper storeys in a faithful replica of the original form. Its new use is as a high quality hotel, retaining some of the large floor spaces and some of the structural components. Its economic viability already provides an income stream to support the work of the Conservation Trust in other parts of New Lanark village. In forming a partnership with a local college for training in catering skills, it happily reflects Robert Owen's educational principles. The restoration and re-use of Mill No.1 is perhaps the crowning glory of New Lanark Conservation Trust's work in a quarter century of achievement (see photograph, *IA News 114,* page 6). It is a worthy recipient of the Ironbridge Award in this Millennium year.

The AIA Ironbridge Award was presented by HRH Prince Hassan of Jordan to Jim Arnold and Harry Smith on behalf of the New Lanark Conservation Trust. Certificates for the two runners-up were received by Ken Rorrison of Buschow Henley for the Shepherdess Walk warehouse and David MacLehose on behalf of the Phoenix Trust for Stanley Mills.

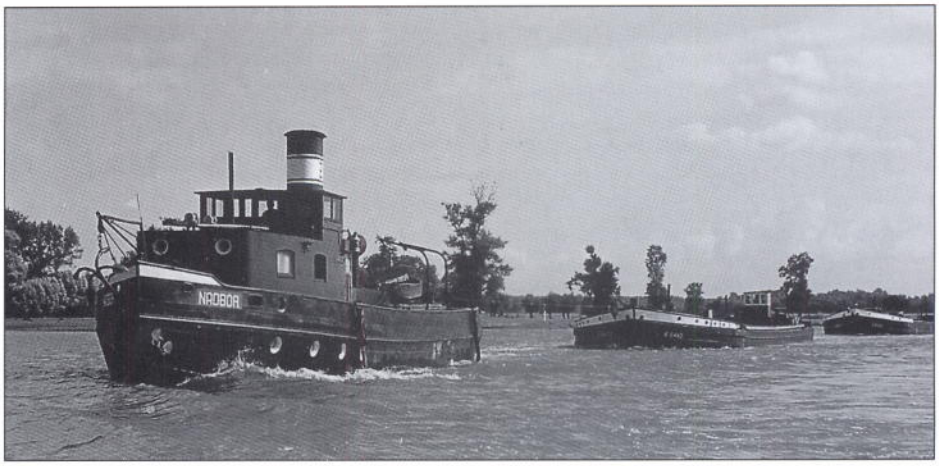
The next British Archaeological Awards will be held in 2002 and any projects from now until then will be eligible. Details will be available in January 2002 from Richard J. Brewer, Hon. Secretary, British Archaeological Awards, c/o Department of Archaeology & Numismatics, National Museum & Gallery, Cathays Park, Cardiff CF10 3NP. ☎ 02920 573247; Fax: 02920 667320; e-mail: Richard.Brewer@nmgw.ac.uk

HRH Prince Hassan of Jordan presents the AIA Ironbridge Award to Jim Arnold and Harry Smith on behalf of the New Lanark Conservation Trust *Photo: Historic Scotland*

The steam tug *Nadbór* and industrial archaeology in Poland

The work of the Foundation for the Open Museum of Technology (FOMT), in promoting the protection of industrial monuments in Poland is described briefly. There follows an account of the history and preservation of the river tug Nadbór *at Wroclaw. The vessel is the only fully preserved steam tug in Poland.*

Mike Clarke



The steam tug Nadbór *in the Odra River in 1957* *Photo: Mieczyslaw Wróblewski*

In August 1996, I visited Poland to join a conservation and heritage workshop organised at Walim, a small former textile village to the west of Wroclaw. Local industrial heritage includes a large water reservoir with a stone dam on the Bystrzyca River (1912-17), the hydroelectric station 'Lubachow', the local railway and its bridges (1902-4) which links Swidnica with Jedlina Zdroj, out of use since 1991. There are also the underground weapon factories built in the Second World War, underground lead and silver mines and other evidence of mining activity from the sixteenth to nineteenth centuries, textile factories and much else.

The Foundation for the Open Museum of Technology (FOMT), organised by Dr Stanislaw Januszewski, is promoting the maintenance and protection of these technical and industrial monuments. FOMT, together with electricity company 'Walbrzych JSC' commenced opening the hydroelectric station 'Lubachow' to the public during my visit. The station still produces electricity with hydroelectric sets from 1913. Equipment, which includes the dispatcher's office, switchboards, measuring apparatus, and relics of the previous switching station, are all kept in good condition.

On subsequent visits to Wroclaw, I was able to examine the town's water supply stations, including the preserved steam pumps, and its interesting navigable waterway system. There was also the steam tug *Nadbór*. In July 1998, Dr Januszewski took over the tug from its former owner 'ODRATRANS' S.A., on behalf of the Technical Monument Study & Documentation Office (TMSDO).

The tug now forms the office of TMDSO, a business undertaking the recording of technical monuments, teaching historical and conservatory studies, and which is involved with all aspects of industrial and technical heritage. It has its own computer data base covering over 7,000 industrial and technical monuments in Poland, including 50,000 photos and about 10,000 drawings. The tug also provides a lecture hall and exhibition space for the FOMT and is a museum ship, complete with original machinery. The tug will be moored in the outer harbour of the Szczytniki Lock, opposite the Technical University of Wroclaw, where an exhibition alongside the tug will display a variety of historical equipment connected with the Oder River, together with a small café. Further renovation work needs to be undertaken including conservation of the steam engine and boilers, and reconstruction of the ship's auxiliary equipment. The *Nadbór* is today the only fully preserved steam tug in Poland with original steam engine, boiler room, control system, wheelhouse, hull and equipment. After completion of the renovation works it is expected that she will receive her 'sailing condition certificate'.

The *Nadbór* was part of a 30 million Dutch guilder Polish-Dutch commercial treaty signed on 18 December 1946, for the purchase of tugs for the Oder River, and the whole contract had been completed by 1949. Nine tugs of 500 HP and 13 tugs of 250 HP entered service on the canalised section of the Oder River: Gliwice – Kozle – Wroclaw. *Nadbór* belongs to the second group.

Hull and superstructure were fabricated at the Bijkers Maatschapij shipyard in Gorinchem (builders No. 19 / 266 / 115), and the main engines and auxiliary machinery were built by N.V. Boeles Scheepswerven Maschinenfabriek (builders No. 120). The main dimensions of the tug are as follows: length – 28.0m, breadth – 6.60m, depth – 2.10m, minimum headroom – 3.90m, draught – 1.10m. In 1954, the Polish shipyard in Kozle built two additional tugs to the Dutch drawings, differing in some aspects, such as a rounded stern instead of the angular stern of the Dutch tugs.

From 1949 to 1965, *Nadbór* was engaged on towage of barges on the Odra between Kozle (and Gliwice) and Wroclaw. After withdrawal from commercial service, she was used as a floating boiler room in the Repair Base of the Odra Steamship Company from 1968 until 1975. In the late 1970s, the tug was used as a power station at a hydro-engineering site in the former Czechoslovakia (on the Elbe), and for this purpose, a generating set and electric power distribution station were installed in the aft crew compartments.

After returning home in 1982, a trial was undertaken in December using the tug as an ice-breaker in region of the Wroclaw Waterway Authority. However, it soon become obvious that the tug was not suitable for icebreaking because of its stem shape. Finally, in 1983, the tug put into storage at 'Osobowice I'. In 1986/87, through the initiative of Mr Marian Szwarc, the PP 'Zegluga na Odrze' (Odra Steamship Company) decided to preserve the tug. In 1992, PP 'Zegluga na Odrze' was transformed into the ODRATRANS S.A. company, which has given the tug, with specific agreements, into the care of the Foundation of Open Museum of Technology.

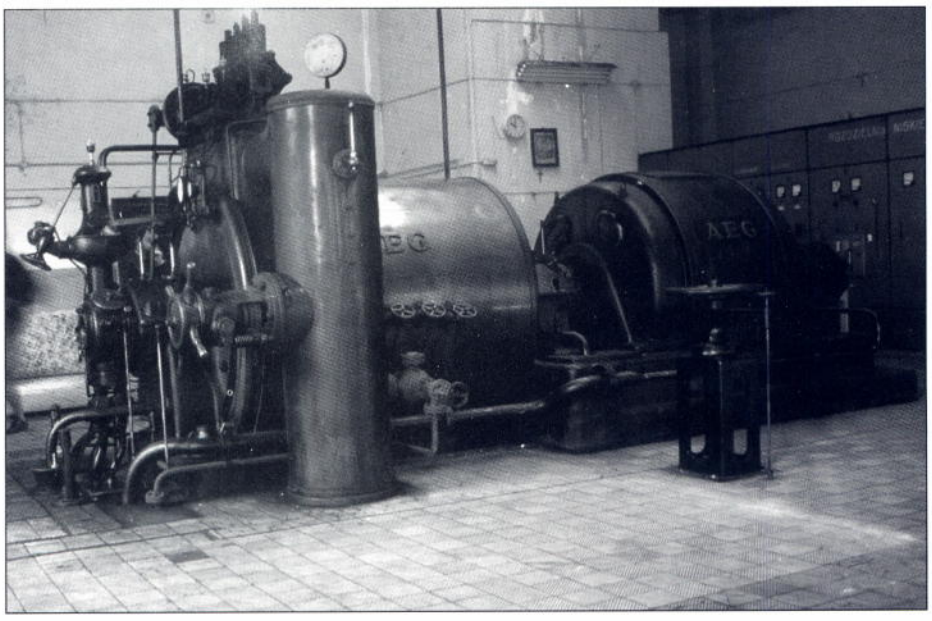
Nadbór *during the Science Festival in Wroclaw* *Photo: M. Clarke*

Handloom weavers cottages at Chelmno, close to the Czech border and about 60 miles west of Wroclaw. These were used by linen weavers, possibly from Bohemia. The looms were situated in the front downstairs, with living space behind and storage above.

Photo: M. Clarke

This inverted bow-girder bridge is one of several similar bridges on the Swidnica Kraszowice to jedlina Zdroj railway. It was built c1902 and closed in 1986. The railway, about 40 miles west of Wroclaw, has not been dismantled and it may possibly reopen for tourism.

Photo: M. Clarke



AEG steam turbine set from the 1920s in a linen mill in Walim. The mill closed in the early 1990s when it still had a few Preston-made Lancashire looms and some Russian copies of Northrop looms. Hopes of turning the mill into a museum have now faded. The area has a long history of textile production and there was a museum in an old beetling mill in the 1930s. The mill is now a house, but it may be reconverted to a museum.

Photo: M. Clarke

Above:
The Most Grunwaldzki or the Kaiser Bridge in Wroclaw (Breslau), opened in 1910 as part of a development plan by the city architect Richard Plüddermann. The towers were originally surmounted by curved-sided pyramids, a shield which read 'Kaiser Brücke' in the centre of the stone arch was removed after WW2, as were German eagle designs on the towers

Photo: M. Clarke

Left:
A limestone kiln in Krapkowice, dating from circa 1930

Photo: M. Clarke

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All proceeds contribute to the costs of the Newsletter and the work of the Association which is a registered charity. Inserts may be mailed with IA News at a charge of £25.

For further details, contact the Editor.

John Keavey (1922-2000)

John was born in Leeds. He served in the Navy in WW2, and later worked for the Yorkshire Electricity Board. John married and moved to Pool in Wharfedale where he published bus and train timetables and two books, *Lines to Leeds* (1950) and *Rails at Runcorn* (1960). He came to live in Skipton in 1962 and organised budget Industrial Archaeology weekends and cycling tours. It was at a Model Railway Exhibition in Skipton Town Hall, a few years later, that he and a few friends decided to start a local railway society. From this beginning the Embsay and Grassington Railway Preservation Society was formed in October 1968.

John's enthusiasm helped to get the group off to a good start. The Society was re-named the Yorkshire Dales Railway Society and its aim was changed to re-opening the line from Embsay to Bolton Abbey. As crisis followed crisis it was always John who encouraged the few to continue and not to give up. He doggedly carried on through the bleak years with true Yorkshire grit. John was always courteous, helpful and warm-hearted and he had the ability to bring people and ideas together. He was always the heart and soul of the Embsay Steam Railway and in recognition of this was made President in the early 1980s. John held this office with dignity and great humility until his death.

From the 1960s, John organised and ran pioneering industrial archaeology schools in the Yorkshire Dales with Dr Arthur Raistrick. He founded and edited the journal *Industrial Past* in 1974 (later re-named *Industrial Heritage*), inviting Bill Mitchell (editor of the *Dalesman*) and Arthur Raistrick to act as Trustees. He was still in the editor's chair when he died last September. Now after 26 years it carries on under the editorship of Phil Hudson, with headquarters moved to Settle, at the nub of another great railway preservation success – the Settle-Carlisle Line.

John Keavey

After suffering a stroke a few years ago his activities were restricted somewhat, but at the same time gave him the opportunity to give more time to doing what he loved most of all, editing *Industrial Heritage* and buying and selling books in the Embsay Station book shop which he helped so much to turn into one of the jewels of the railway's crown. John's dream was always to finish the 'railway job' and to see the railway re-opened to Bolton Abbey. At the re-opening ceremony in 1998 he was, as always, more than generous about the hard work of others and of their part in this remarkable achievement.

John Keavey will be remembered as one of the early pioneers in both Industrial Archaeology publishing and Railway Preservation and his death is a great loss to both.

Jack Simmons (1915-2000)

Professor Jack Simmons, OBE, FRSL, died on 3 September 2000 and over 150 of his former colleagues, students and friends gathered at the Richard Attenborough Centre, University of Leicester Campus on 9 December in a celebration of his life and work. The celebration took the form of 12 short addresses by those closely associated with his published works on railway history, his professional life at Leicester University, his involvement with the Science Museums, particularly at Bradford and York, and his involvement with the first BBC local radio station. A presentation of essays in his honour, originally intended as a 'surprise Festschrift' during his life, will now be published as a commemoration, in 2001, entitled 'The impact of Railway on Society in Britain'. Railway historians should keep an eye open for this publication which includes in section one an article on pre-locomotive railways of Leicestershire and South Derbyshire, a note on MR operating documents and one on financing the Leicester & Swannington Railway. The remaining 21 articles cover various aspects of railway history.

Jack Simmons was co-founder of the *Journal of Transport History*. Among his well known books on railway transport history, including *The Victorian Railway* (1991) and *The Oxford Companion to British Railway History,* his earlier *St Pancras Station* (1968) was influential in the saving of that great Victorian landmark at a time when Euston Station had already been savaged by redevelopment.

AIA 2001 CAMBRIDGE CONFERENCE

WHERE? Fitzwilliam College, Cambridge

WHEN? Pre-conference seminar Friday 17 August
Main Conference Friday 17 August to Sunday 19 August
Post-conference programme Sunday 19 August to Friday 24 August

Lectures and visits will cover a variety of themes, but in particular the drainage of the Fens and the forms of power used. Also planned are the industries of the larger towns of Cambridge and Peterborough, rural industries such as the use of wind power and local extractive industries and their products, such as bricks, lime and cement making. Industries distinctive to the area include coprolite mining, horse racing stables at Newmarket, airships and aircraft restoration.

Details are included with this mailing.

The AIA Liaison Officer, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH
☎ 0116 252 5337, Fax: 0116 252 5005, e-mail: AIA@le.ac.uk

Bull engine to be put in working order

Preliminary work has started at the Kew Bridge Museum in West London on a project to restore their 1859 Bull pumping engine to working order. It was built by Harvey's of Hayle 1856-9 for the Grand Junction Waterworks Company and was similar to two others also of 70 inches diameter supplied to the Company's Campden Hill Pumping Station in 1857. The Kew Bridge example worked until January 1944, the stroke was 10 feet and with steam at 40 psi it produced 160 hp at 8-10 strokes per minute. The pump diameter is 28 inches.

A Bull engine is an inverted Cornish engine which dispenses with a beam, the piston acting directly on the pump placed beneath the steam cylinder. Compared with the usual beam engine it is much more compact but the type was unpopular with engine drivers as they had fewer moving parts to watch and starting was more difficult. The Bull engine at Kew occupies a volume of only 50 x 20 x 15 feet. Its main purpose was to pump water to Campden Hill near Notting Hill Gate, Kensington.

Until 1954 a pair of Bull engines was still in regular use at the Sudbrook pumping station for the Severn railway tunnel and one was removed and put in store for eventual display at the Welsh Industrial and Maritime Museum, Bute Street, Cardiff. Unfortunately this Museum has now closed. A Bull engine on its original site is a very rare thing and to have one in working order at the Kew Bridge Museum will fill a considerable gap. The Kew Bridge example is the largest survivor of its type.

Edward Bull (1759-1798) was employed by Boulton & Watt in Cornwall as a chief engine erector but on William Murdoch being appointed over him he left the firm and set up in business on his own. He introduced his inverted engine in 1791 but Boulton & Watt started legal proceedings against Bull claiming his engine was an act of piracy. The courts found in favour of Boulton & Watt and in a final judgment in 1799 outstanding royalties were to be paid to the Partnership. Bull died at about this time at the early age of 40. The Boulton & Watt steam engine patent expired in 1800.

For the restoration of the Bull engine at Kew Bridge, the Science Museum Prism Fund is to provide £4,000 in the first year of the Project with hopefully a further £8,000 over the following two years. To raise the sum of £40,000 required, the Bull Restoration Committee may apply to the Heritage Lottery Fund and a company sponsorship scheme might be started. There have already been a number of generous donations from individuals.

To raise the profile of the Kew Bridge Project a Bull Engine Project Open Day was held on 30 September 2000 with the restoration team on hand. Silt is to be cleared from the sump area (see photograph) and an assessment will be made of the work required to control the inflow and outflow of tidal water, followed by the development of an action plan. For more information contact Nick Morgan via Kew Bridge Museum, ☎ 020 8568 4757.

Robert Carr

The sump, a view looking down beneath the cylinder of the Bull engine at Kew Bridge Museum *Photo: Kew Bridge Museum*

Coalfield housing in NE Derbyshire

At the 60th East Midlands IA Conference, Philip Riden spoke on the history of company housing in the Derbyshire Coalfield. He reviewed why some companies built housing while others of similar size built none. The earliest East Midlands coalfield company housing was constructed at Golden Valley adjacent to the Cromford Canal by the Butterley Company, which went on to build the model village of Ironville next to their Codnor Park works; slightly to the north the Oakes family built housing in Riddings village. Most of this first generation housing was for iron workers. Yet, at the same time significant Derbyshire iron masters, such as Butler and Smith, built no housing at all.

In the second generation, combined coal and iron companies were the predominant house builders. The Clay Cross Co could be described as an 'enlightened' company under the ownership of George Stephenson, and built housing for its workers. Richard Barrow built Barrow Hill, unusual as the houses were in blocks, not terraces. At the same time, the large companies of Sheepbridge Coal & Iron and Wingerworth Coal & Iron built very little housing. Stanton in the south of the county built many workers' houses well into the twentieth century.

In the next phase the house building companies were mainly those with interests in coal mining only. In general, these were classic brick terraces built on a grid pattern. Poolsbrook and the recently demolished Arkwright Town were good examples. The model village was atypical of the housing developments in the county, as the majority of the companies continued to construct conventional brick terraces. However, the Bolsover Coal Co built Creswell and New Bolsover as 'village green' schemes; the latter was far more architecturally ornate.

After the First World War there was a new impetus in house construction. The colliery syndicates built 12,500 houses in the Derbyshire and Nottinghamshire coalfields with the help of Treasury funding, a system very similar to that used for council housing with Exchequer subsidies provided under the 1918 housing act. Duckmanton and Hollingwood, which look like council housing, were in fact built by colliery companies.

Derbyshire's experience of coal and iron company housing differed, for example, with South Wales. Here, although some iron works built houses, there was very little coalfield construction; nearly all housing was speculative or built by terminating loan clubs. The major exception was the Markham Co, which was Derbyshire based. In the Great Northern Coalfield, many companies provided housing.

In Derbyshire, the Butterley Co set an early tradition of housing and in the second half of the nineteenth century many other companies in the area followed. At the end of the century the coalfield moved east into a sparsely populated rural area with little housing, unlikely to attract speculative development and where the small district councils probably could not have raised the capital for building. In the 1920s and '30s the development moved into Nottinghamshire as the Dukeries field was opened up. Companies like Butterley, Bolsover and Stanton provided the housing.

The post industrial age in these areas raises significant problems. The County Durham category D village approach, in which total demolition of villages after pit closures was the practice, has been discredited. The Welsh Valleys have

seen evacuation clearance carried out. Housing in the Nottinghamshire-Derbyshire border is currently less problematic, with a longer lasting coalfield and hosiery as a major secondary industry. One exception in Derbyshire is Arkwright Town, which was completely demolished due to methane gas problems.

What can you do with redundant company housing? Do you conserve the 'nice' but atypical housing? Do you preserve a traditional colliery terrace? Who would want to live in it? In the remote villages property prices have fallen as low as £4000 for a terraced house, but with the primary reason for housing gone, is the community sustainable?

Mark Sissons

Oldest beam engine houses in Scotland

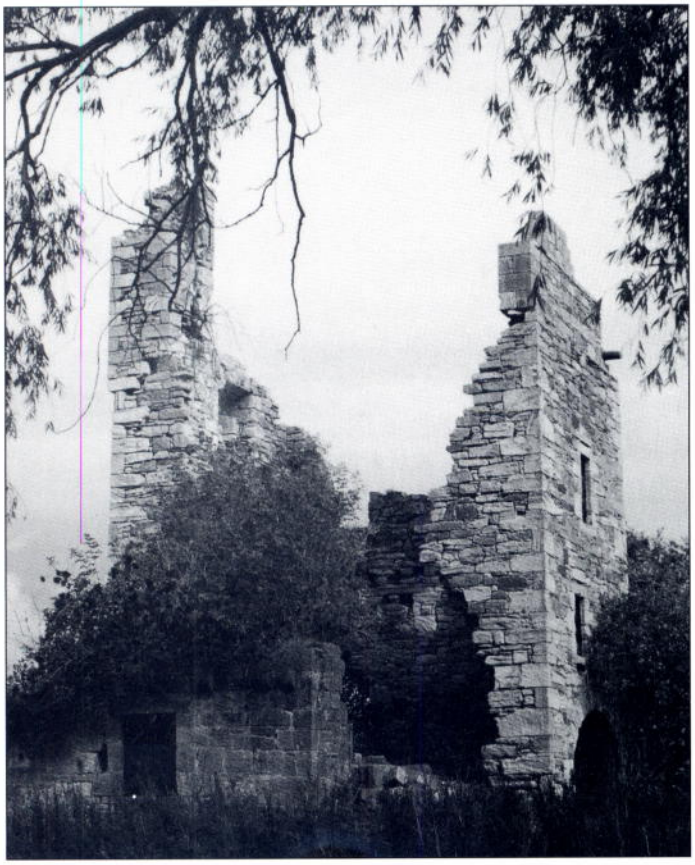
At the old Caprington Collieries, Ayrshire, the imposing remains of an engine house (NS 416352) stands precariously in the middle of a golf course and is, as far as I am aware, the oldest engine house in Great Britain. It was erected in 1781, two years before a Bolton & Watt one at Whitegrit lead mines in Shropshire, now consolidated. The engine was atmospheric, with a cylinder probably about 33 inches in diameter, and manufactured by the Carron ironworks of Falkirk. However, the building itself appears to have no protection whatever, nor are attempts being made to preserve it. In view of its unique status and great historic importance, this is a tragic situation which is compounded by the imminent danger of collapse or possible calls for demolition as a public hazard. Perhaps something can be done to arouse action before it is too late.

Another Carron ironworks atmospheric engine, of about 30 inches, was erected at the Caprington pits in 1811. The machinery actually survives, complete with the original records which have been thoroughly examined by John Crompton. The engine has been re-erected at the new museum of Scotland (see cover photograph, *IA News 113*).

There is another engine house, inaccessible and long forgotten though visible through binoculars, on Preston Island in the River Forth, less than a mile off Low Valleyfield on the Fife side. Coal was mined here from 1800 to 1850. The building has a separate square-sectioned stack and may well date from the early period of working.

This information has been sent by Geoff Hayes, author of Shire Publication's *Coal Mining*, and both the above survivors were omitted in ignorance from the list of early engine houses included in my paper 'Evolution of the Pre-Cornish Beam Engine House' in *IA Review*, vol. XX1:2, 1999, 117-135.

David Bick



The 1781 pumping engine house at Caprington, showing the bob wall with one of two chimneys still standing on either side of the bob opening. There were two boilers, one inside and one out. Note the battered walls and delicate state of the structure, which reveals signs of later modification *Photo: G. Hayes*

World Heritage Site for Blaenavon

Blaenavon in South Wales is the only site in Britain which was declared a World Heritage Site by UNESCO on 30 November last. It is to be hoped that this accolade will do something to reverse the severe decline suffered by this community which 200 years ago boasted the most modern ironworks in the world. This award recognises its role as was one of the cradles of the industrial revolution in the nineteenth century. The best known sites open to the public include the Blaenavon ironworks and the Big Pit coal mine, but the surrounding landscape is also of great historical importance.

The increasing number of industrial sites being selected for World Heritage status reflects the recognition of the importance played by industrial developments in shaping our society. Other industrial sites in Britain already nominated for the next round of World Heritage Site status include Saltaire, New Lanark and the Derwent Valley. These have been approved by TICCIH representatives and are now going forward to ICOMOS and eventually UNESCO for approval. Preparations are under way to put forward the complex Cornish mining landscape in the near future. However, because of the great number of applications it has received, in two year's time ICOMOS will only accept one site per country, and applications will be encouraged from those countries with few sites. This will mean that the number of industrial sites that England was hoping to put forward will necessarily be spread over many years.

Marconi centenary year

Welcome to the Marconi centenary year! In October a new £2 coin design was unveiled by Guglielmo Marconi's daughter Princess Elettra at BBC Broadcasting House in London. The design was chosen after the Royal Mint's first ever public consultation with members of the Royal Mint Coin Club, visitors to the Mint's website and readers of the *Radio Times*. The coin commemorates the centenary of Marconi's first wireless transmission across the Atlantic from Poldhu in Cornwall to St John's, Newfoundland, on 12 December 1901. Welsh artist Robert Evans created the winning design, which uses the theme of radio waves following the curvature of the earth, and highlights Marconi's tremendous impact on twentieth century communications. The signal of three dots that formed the first transmission is shown moving from east to west, as it did in 1901.

The winning £2 coin design to mark the centenary of the first Transatlantic wireless message

Earlier this year, on 23 January, Cornwall celebrated the first transmission received at the Lizard from the Isle of Wight, by which Marconi first proved that the curvature of the earth was no hindrance to radio waves.

Historic lock find

Workers re-lining a section of the Kennet & Avon Canal at Limpley Stoke in the Avon valley, a notoriously poor section for leaks, have found a 'pretty unique' 200-year-old gate in the canal bottom. This gate was designed to lie flat on the canal bottom, to be raised into position to close off the section should there be a leak.

AIA Secretary

As an editorial oversight, it was omitted from the AGM report in the last issue that David Alderton was re-elected as Secretary. His task is not an easy one, and members may not realise that he also stepped in at the last moment to take over the organisation of the annual conference at Manchester last September.

Send it on a disk

In future, it would be very desirable if all articles or news items of any reasonable length submitted for publication in *IA News* are sent to the Editor on disk. This will greatly reduce his workload in preparing your quarterly news bulletin. The disks will be returned! All submissions are very welcome, so if it is not possible to send a disk, I will accept an appropriate apology with your article!

AN APPEAL FROM THE AIA COUNCIL

Council's request last year for help and support was not without effect, and we are most grateful to Ray Riley, Mike Bone and David Lyne for volunteering to stand for Council, and once on it, for agreeing to help positively with its work. However, we still need help, partly to fill remaining gaps, and partly because a number of long-serving officers feel it is time to hand over to people with new ideas an fresh enthusiasm. Please remember, the AIA can only function if it does have people willing to take on the responsibilities of running it. For some of the jobs it is not necessary to attend all Council meetings – in any case, there are normally only three a year. Help is needed in the following ways:

Chairman:
Michael Harrison has to retire at the 2001 Conference, his three years will be up. Main qualifications: preferably some experience, past or present, on Council (life would be very difficult if a chairman had no experience of how Council works), some experience of committee work, and perhaps a loud enough voice to silence some of the more loquacious members!

Treasurer:
Michael Messenger wishes to retire at the end of 2001, and it would obviously be helpful if a replacement could be found as soon as possible to ease the changeover. Main qualifications: ability to work comfortably with figures; an accountancy qualification or experience of working in banking or finance would be an undoubted help but is not absolutely necessary.

Publicity Officer:
Role to keep the national and local press informed of any AIA activities which may be newsworthy, and to exchange information with other societies and bodies with aims similar to or linked with ours for the mutual benefit of both sides. Main qualifications: interest and the ability to write fluently, needs to have access to the internet and, ideally, a fax machine. Some experience of a similar role or of journalism would be an obvious advantage, but not essential.

Conference hosts:
Conference can only continue in its present peripatetic fork if there are willing and competent local organisers. The Association needs invitations from societies, groups or individuals willing to host the Conference and organise the programme of visits and lectures. At present venues are only fixed for Cambridge this year and Scotland next year – there will not be a conference in 2003 unless someone comes forward very soon.
If interested in any of these posts, please contact me.

David Alderton, AIA Secretary, 48 Quay Street, Halesworth, Suffolk IP19 8EY, ☎ 01986 872343.

Society conferences

The Cumbria Industrial History Society is holding two conferences this year. On Saturday 28 April, Ambleside is the venue for the AGM and a conference on textiles and clothing in Cumbria, while an autumn conference on October (date to be announced) will be in Carlisle, on the town's industries. For details, contact CIHS Bookings, Broombank Cottage, Lindal-in-Furness LA12 0LW.

The Surrey Archaeology Society's conference 'Towards a Research Agenda for the 21st Century' at the University of Surrey, Guildford, on 2-3 June 2001, covers the whole span of archaeology and at least three papers have an industrial theme. Details from Conference 2001, Surrey Archaeological Society, Castle Arch, Guildford, Surrey GU1 3SX.

The Wiltshire Archaeological & Natural History Society is holding an Industrial Archaeology Symposium at the Wharf Theatre, Devizes, on 13 October 2001. For details, please contact the Bookings Secretary, Wiltshire Heritage Museum, 41 Long Street, Devizes, Wiltshire SN10 1NS.

AIA SALES

The following items are available from the Sales Officer:

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Mystery photograph identified! Not a mystery at all?

It is amazing what you can do with a large ladle. The 'Mystery Photograph' published in IA News 115 *has generated the following three different explanations:*

The mystery photo is of course only a mystery if you do not know what it is. It is a tan-scoop. I seem to remember a picture, as usual, in Diderot, but cannot lay my hands on it at the moment. In tanneries hides were suspended from poles in pits 7 or 8 feet deep. They were treated with suspensions of lime or tan bark. When you want to clean out a pit you need some means of getting the mixture of hair and lime, or exhausted bark, out of the bottom of the pit. Hence the scoop. Some tanneries realised that by making your pit slightly shallower and putting a low wall around the top the poles were brought up to a more convenient height for the daily handling of the hides. In the background of the photo you can see such a low wall, with liquid an inch or so below the top. The white splashes on the labourers' trousers indicate in this case it was a lime yard, supported by the milky colour of the liquid in the corner of the pit. They should really have been wearing heavy leather leggings from above their knees down to the ground and over their clogs to protect their trousers.

I should add that I was brought up in a family of tanners making leathers for the machinery in the worsted textile industry in the West Riding of Yorkshire. Our tannery was very untraditionally built on a hillside so that the rubbish in the pits could be conveniently flushed out of a plug hole in the bottom of the pit onto land for effluent treatment. I did 15 years' research for the leather industry.

Alan S. Raistrick
10 Orchard Way, Chinnor
Oxfordshire OX39 4UD

'Aye lad, if you've a problem with your cess pit we'll get to the bottom of it'

In the late 1940s and early 1950s I worked as a trainee metallurgical chemist at the ICI Metals Division, Morfa Copper Works, Hafod, Swansea, whose products included fire refined copper, brasses, bronzes and other copper alloys. Fifty per cent of the copper was fire refined in reverbatory furnaces which were tapped every 24 hours. The tapping was carried out by a team of eight men walking around in a circle. each man would walk to the furnace door, dip his ladle into the charge and then walk around to the moulds where he discharged the copper. The moulds were about 10 feet from the furnace and the small circle on men constantly pouring molten copper into the moulds ensured the metal did not solidify in layers.

The men themselves were dressed in exactly the same way as the two men depicted in the picture although around their feet and ankles they wrapped layers of sacking to prevent burns from the copper that sometimes splashed onto the floor. The ladles were identical but I cannot explain the white marks on the trousers on the men pictured – I don't recall this on our copper men.

Colin Davies
54 Huntington Close, West Cross
Swansea SA3 5AL

Regarding the mystery photograph, I am torn in two conflicting directions. If this is a genuine period picture then an appropriate caption might be:-

1. 'Aye lad, if you've a problem with your cess pit we'll get to the bottom of it.'

or, 2. 'We didn't get where we are today not knowing how to make a good custard.'

or even, 3. 'Of course, when your father was a night soil man it was all done by hand – none of this new fangled apparatus.'

On the other hand, this may be a spoof photograph created by delegates at the fancy dress dance following the AIA Annual Conference Dinner. In which case a suitable caption might be:

4. 'Here at Mcdonald's Tripe Distributors we pride ourselves not to touch the food by hand.'

or, 5. 'The Government moved swiftly to initiate its flood defence scheme for the North.'

I do hope that members will take this investigation seriously and that you will not get any silly suggestions.

John L. Townsend,
The Frome, Priors Frome
Dormington, Hereford HR1 4EH

Photographic Advice

Not only does my company produce the *AIA News*, I also actually read it!

With the kind permission of your editor, I should like to respond to Robert Carr's advice in issue 115. Obviously, I can only speak from the printer's point of view, but I have to say that his warnings are absolutely spot on. However, care in selecting your printer can save an awful lot of heartache.

Many printers do not have their own in-house reproduction facility and have to rely on 'professional' bureaux to do any scanning, typesetting or film-making required to produce the finished publication. It is therefore very worthwhile to question the capabilities of either the printer or his bureau, especially with regard to the scanning of slides and photographs.

Without getting too technical, there are basically two types of scanner – drum and flatbed.

A drum scanner is exactly what it suggests – a cylinder upon which the media is fixed. The cylinder then rotates and an electronic 'eye' captures the image data. This method produces exceptionally high quality electronic images but the cost to the original material can be very high. Fixing slides to the cylinder is a delicate job and is usually carried out by coating the film with a special oil. Obviously, the mount has to be removed – and if the bureau is worth its salt, should be carried out with surgical gloves and tweezers – if you get your slides back with fingerprints on them, then they haven't been handled properly. Also, professional bureaux normally carry spare mounts so that if the original mount is damaged (unavoidable with the old cardboard type mount), the film can be returned in its original condition in a new mount. Photographs are fixed to the cylinder (usually) with a special non-aggressive tape. The photograph should only be handled by its edges.

Flatbed scanners are those most people know about – however, the difference between the £80 or so product you can buy on the high street is a far cry from the £12,000 or more item that quality printers and bureaux use. If the scanner is of the high street variety, don't expect to get your slides/photographs back in the same pristine condition you handed them over in – you may be lucky, but don't bank on it! Slides have to be dismounted and stuck down onto the glass bed with tape. Photographs are usually just placed face down – but are then rotated on the glass to get them square. In both cases, this usually results in a scratched original.

The more costly flatbeds come with specially made templates which allow slides to be scanned STILL IN THEIR MOUNTS – the best protection available. Photographs are also press mounted onto templates, which are automatically square to the scan direction and therefore need no undue handling.

So there you have it, ask the right questions and, provided you get the right answers, your priceless material should be returned to you in its original condition.

Bill Cheesman
Managing Director
TBC Print Services Ltd
3c Sunrise Business Park
Blandford, Dorset DT11 8ST

NOTICEBOARD

Good homes wanted

Do you need to complete your collection of AIA publications, and all just for the cost of post and packing?

Good homes are wanted for *AIA Bulletins* 9/4 (1982), 11/3, 13/2, 14/1, 15/2 & 4, 16/2, 17/1-4, 18/1,2 & 4, 19/1-4, 20/1 & 2 (1992), and *Industrial Archaeology News* nos. 88 (Spring 1994) to 111 (Winter 1999), complete. If interested, please contact Laurence and Pamela Draper, Cnocmisan, Culbokie, Dingwall, Ross-shire IV7 8JH.

Also available is a complete run of *AIA Bulletins* and *IA News*, 1991-2000. Please contact Graham Vincent, 52 Langdon Road, Bath BA2 1LS

Call for electrical papers

The IEE is holding its 29th annual History of Technology summer weekend meeting at the University of Greenwich, Chatham, on 29 June to 1 July 2001. The historical subject matter will be linked with the history of engineering as evinced by developments along the Thames from Greenwich to the Isle of Grain.

Authors are invited to submit papers focussing on the following major areas, although other topics will be considered: power generation and distribution; electrical component and equipment manufacturing; technical education; semiconductor development and manufacture; shipbuilding; cable construction and laying; chemical industry; traction. An abstract of 200 words should be sent (preferably via email) to the Organising Chairman, Dr Colin Hempstead, 2 Uplands Road, Darlington, Co Durham DL3 7SZ, e-mail: colin.hempstead@ntlworld.com, before Friday 6 April 2001. For other enquiries, contact the Events Department, IEE, Savoy Place, London WC2R 0BL, ☎ +44 (0)20 7344 5732, Fax: +44 (0)207 497 3633, e-mail: events@iee.org.uk

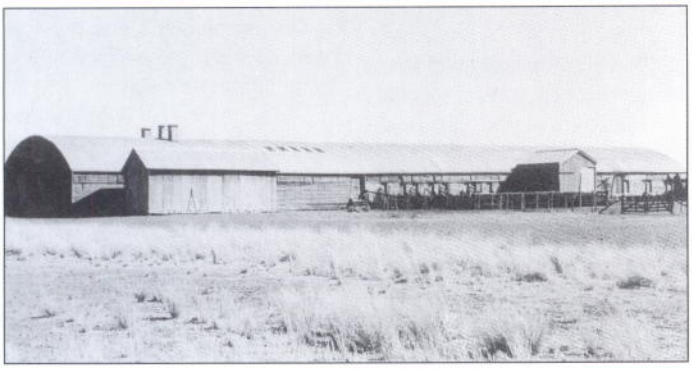
Afton Downs shearing shed

IA News 107 and *109* carried correspondence about early Dorman Long steel trusses in a sheep shearing shed at Afton Downs near Hughenden, Queensland, Australia. As a follow up, we now have two photographs which were taken in 1952 when it was still in good condition. Sadly, it is now in a such a poor condition that it could almost be classed as a 'relic'. A good deal of the timber is decayed or actually missing and the black soil on which the shed is founded moves continually through the wet and dry seasons with the result that the structure is rather distorted.

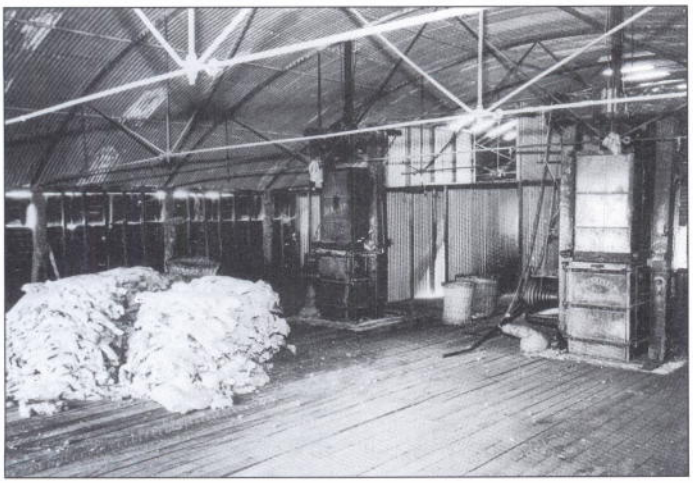
Ironically, and to the credit of Messrs Dorman Long, the part of the building in the best condition would have to be the metal trusses. As Afton Downs has not carried sheep for over 20 years and hence the shed is not used now except for the storage of hay, and as the state of the wool industry in Australia is so depressed, it is going to take a miracle to find the funds just to arrest further deterioration, let alone to conserve the building.

An analysis of the steel in the trusses has revealed it to be an 'inferior form' so it could date from the early days of Dorman Long steel production at Middlesborough, almost as if from the time when they were changing over from iron to steel. The original drawing for the building has also been located, as well as various accounts and invoices pertaining to the shed's construction, all of which are dated 1887. Unfortunately, there has been nothing found to explain why the metal trusses found their way to such an isolated location, but it seems certain that the trusses were installed in the building in 1887.

Geoff Morton



The Afton Downs sheep shearing or wool shed photographed in 1952



Interior of the Afton Downs shearing shed, in 1952, with a view of some of the roof trusses

Further news from Bovisa

At Bovisa, an industrial suburb outside Milan in Italy, work is progressing at Bovisa Contemporary: Museum of the Present (see *IA News 113*, page 12). Two low-pressure gasholders form part of this project.

Gasholder number 1, of rigid frame type, is the oldest and of British origin, made in 1906. Number 2, built alongside in 1930, is German and larger, with a bell volume of 80,000 cubic metres. Both have guide frames. A third gasholder of spiral type was built in 1953 some distance away and is not included in the museum project. It will continue to be used for an undustrial purpose.

Holders 1 and 2 will be converted for the museum project with the bells fixed fairly low down in their guide frames and the volume enclosed by the bells will be utilised for exhibition space. This scheme should give developers in Britain some ideas as to what might be done with our own threatened and much more historic gasholders. The first of the Bovisa gasholders was not built until after the St Pancras gasworks had closed.

Redevelopment schemes involving the re-use of gasholders seem quite numerous on the European mainland (eg Vienna, Florence and the Ruhr) and there is one at Brisbane in Australia. Here in the U K we demolish gasholders – perhaps because they are too common.

Robert Carr

South Derbyshire resource centre

Sharpes Pottery Heritage and Arts Trust have received a near £1m Heritage Lottery Grant towards turning the nineteenth-century Sharpes Pottery complex at Swadlincote, South Derbyshire, into a resource centre. Sharpes pottery was founded on the site in 1821, producing everything from teapots to platters. It diversified in the mid-nineteenth century to become a world leader in the supply of sanitary ware. The site is close to the centre of Swadlincote, the buildings are listed Grade II and are on the 'At Risk' register.

Ribblehead station restored

The 124-year-old Ribblehead Station has been restored to its original condition by the Settle & Carlisle Railway Trust. Part is to become a visitor centre and a heritage trail is planned through the construction work sites for the Ribblehead Viaduct and Blea Moor Tunnel.

British presence in Brazil

'Presença Britânica no Brasil' is an exhibition planned to open in São Paulo in the second half of 2001. Infra-structure will be a key feature. Britain was the sole source of capital investing in Brazil for periods in the 1870s to about 1905/10. This includes communications, ports, power plants, transport, energy and gas, railways, mining and sources of financing. There are also cultural and social aspects. Anyone who might comment on finding material or have constructive suggestions is asked to contact Ray Krinker, Caixa Postal 1978, São Paulo 01059-970.

Walking dragline preserved

An ambitious project aims to preserve a giant walking dragline weighing 1200 tonnes at the St Aidan's opencast site near Leeds. Affectionately known as 'Oddball', it was made in 1946 by Bucyrus Erie at South Milwaukee, USA, and was brought first to South Wales by the National Coal Board in 1954. It finally came to St Aidan's in 1974 and worked here until the River Aire burst into the workings in 1988. RJB Mining have given it to the St

Aidan's Trust, who have repaired it and walked it to the edge of the site near Allerton Bywater.

Leeds is the home of mechanised opencast coal working in England, and one early site in 1942 was in Temple Newsam Park, now a running track. The father of British coal opencasting or 'sunshine mining' was Alfred Braithwaite MP, who in 1941 persuaded the government that wartime coal production could be boosted by opencast methods with fewer men. Huge areas of the Aire valley have been transformed by using many different draglines between Cross Green and Great Preston. In the process large areas of dereliction have been cleared.

Details of open days and how to join the Friends of St Aidan's BE1150 Dragline (and the Vintage Excavator Trust) can be found on the website www.iarecordings.org/dragline/ or contact the Secretary, Dr Ivor J. Brown, 95 Manygates Lane, Sandal, Wakefield WF2 7DL.

Calke Abbey Lime-yards

Readers of *Industrial Archaeology Review* (vol.XIV, no.2, 1992, 145-176) will remember the important collection of limekilns on the Calke Abbey estate belonging to the National Trust, some of which were excavated by members of Leicestershire Industrial History Society. The kilns and their associated waggonway have continued to deteriorate over the last decade and Gilbert's yard was severely damaged by falling trees. The Calke Abbey estate staff have undertaken a great deal of clearance recently and the East Midlands region of the National Trust has decided to undertake limited consolidation measures in the near future.

The tramway bridge will be the first structure to receive remedial action. There is a delicate balance to be maintained between consolidating the archaeology, respecting the interests of English Nature (the site is an SSSI) and safe access for visitors.

Railway works commended

Two railway sites have been commended in the restoration category of the Stone Federation of Great Britain's Millennium Natural Stone Awards. On the Ouse Valley Viaduct near Haywards Heath, West Sussex, traditional building materials and techniques were used, including natural limestone masonry from France, clay brickwork, lime-gauged mortar and lead flashing. English Heritage and the Railway Heritage Trust had insisted that Railtrack adopt a more conservationist approach to the 150-year-old viaduct. The judges commented that natural stone was the correct choice, for the restoration could have been marred by the introduction of man-made materials. Also commended was the restoration of Bristol Temple Meads Station, where the Bath Stone Group undertook the restoration and conservation of all stonework to the front and clock tower. The work also involved dismantling and renewing 41 terracotta chimney pots each 1.8m high.

Discussing the problems of consolidation at the National Trust's Calke Abbey are pictured (left to right) Bill Rowe, the estate manager, Marilyn Palmer, Peter Neaverson, Mark Newman, the area archaeologist, and Mark Priddle from the East Midlands Regional office

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Surrey conservation award

The 18th annual Conservation Award of the Surrey Industrial History Group was presented on 30 September 2000 to J.D. Weatherspoon plc and Tuffin, Ferraby & Taylor, architects and surveyors, for the conservation and restoration work carried out on the Rodboro Buildings in the centre of Guildford. The ground and first floors have been converted into a public house for J.D. Weatherspoon, and the top floor has recently been occupied by the Academy of Contemporary Music. The buildings were built for Dennis Bros Ltd in about 1903 as the first purpose-built car factory in the country, and the conversion has retained an 'industrial' atmosphere and incorporated pictures and artefacts as a reminder of their original use.

Conference at St Bees

A successful conference organised by the Cumbria Industrial History Society was held in the autumn at St Bees. Jean Ward spoke on the history of Whitehaven, a fishing community first mentioned in the thirteenth century when it supplied Edward I's army in Scotland. From 1630, John Lowther set about expanding the town and encouraged merchants here. The port quickly began importing products from the Americas such as rum, sugar and tobacco, and started to export coal to Dublin. However, poor roads and the lack of an inland market meant that all products had to be re-shipped from the port. With such limitations, the merchants quit to other ports such as Liverpool and Glasgow. One characteristic of the town is the lack of warehouses around the harbour. Instead, most merchants had their warehouses attached to their houses throughout the town.

The next speaker concentrated on coal mining around Whitehaven, which probably began around 1500. The early workings were day levels or Bear mouths driven directly into the hillside on the coal seam. The system of just using levels soon became inefficient, due to the seams dipping at a gradient of 1:10, and

shafts were sunk from the cliff top. Initially the coal was raised by hand windlasses and then lowered down the cliff to the harbour. Drainage was also a problem until John Lowther brought a Newcomen engine to the area. Methane was also a big problem leading to many disasters due to explosions and fires. Mr Spedding invented his spark mill which helped reduce the incidence of explosions.

The third speaker was Colin McCourt from the Haig Pit Mining Museum. He outlined the pit's history and explained what had happened at the site since the NCB closed it and the trust took over. After lunch, conference delegates drove up the hill to the site of Haig Pit for a working demonstration of the No.4 winding engine, to see the unrestored No.5 engine and to view other coal mining related sites along the cliffs on this side of Whitehaven.

Returning to St Bees, Mr Thompson gave the last lecture on the Marchon Chemical Works. These were started by a Mr Schon, a refugee from Europe prior to WW2. He had a background in detergent manufacturing and originally started making fire lighters in London's East End. After being bombed out he moved to Cumbria and eventually to the present site. Explanations were given on the chemical processes for producing different forms of detergent and how the works developed to cope with changes in world trade and demand for them.

Graham Brooks

LHP Wapping

The former London Hydraulic Power Company's pumping station at Wapping has been used as an arts venue since 1993. Readers may remember Anya Gallaccio's installation 'Intensities and Surfaces', a great stack of more than 500 ice blocks exhibited there in 1996. The Wapping Project ,as the venue is now known, is run as an arts centre by the Women's Playhouse Trust. Refurbishment of the interior has taken place with some original features of the engine and turbine houses being retained. A new bar and restaurant have been built in a 'sympathetic' style using steel, slate and glass. Funding for the new work has been generated by building housing at the back of the site.

Although perhaps disconcerting, the meeting in 1996 at Wapping between industrial archaeology (in the shape of a party of GLIAS members) and vanguard art was memorable. The event had industrial archaeological connotations. After all, the principle of the ice house which had previously been a subject of interest for some GLIAS members was actually being demonstrated. Even the moderate mass of ice assembled at Wapping lasted a long time and that was with assisted melting.

Scientific and engineering considerations enter the creation of such works of art. The opinion of a GLIAS member had been sought regarding the loading the boiler house's floor might withstand. In steam days tall Babcock boilers had been in use so it was decided the floor would be quite strong enough to take the required load of ice. If there is puzzlement as to why the ice mass was constructed at all try answering the question 'why did the ancient Egyptians build the pyramids?'.

More recently, at LHP Wapping until just before Christmas 2000, 'Conductor' by Jane Prophet, was an art installation consisting of 120 lengths of electro-luminiscent cable suspended vertically above the floor of the former boiler house. As part of the installation the floor had been flooded and the artwork produced a greenish glow. A reviewer in the Royal Academy Magazine remarks that the impressive ambience of the pumping station building competes powerfully with any art displayed there. Haven't we heard something similar about another art venue further upstream on the other side of the river?

Robert Carr

Fish and ships

The 61st EMIAC conference at Grimsby on 19 May will cover aspects of the growth and decline of this commercial fishing port. Although fishing has been carried on since time immemorial it was probably the opening of the No.1 Fish Dock in 1856 and its attendant railway which helped propel Grimsby to its pre-eminent position as Britain's, indeed the world's, premier fishing port. The conference includes a visit to the docks, the National Fishing Heritage Centre and the trawler *Ross Tiger*. Bookings and details from N.R. Wright, 32 Yarborough Road, Lincoln LN1 1HS, or the address on the Diary page.

Milestone Society

Such is the interest shown in milestones that a new society called The Milestone Society was proposed at a conference held last October at the Black Country Open Air Museum, Dudley. There will be a further meeting in April 2001 when a steering committee will report back on details of membership, etc. The conference also saw the launch of a new book on the history of English milestones by Carol Haines. *Marking the Miles* is available for £12.00 incl. P+P from C.W. Haines, 2 Shakespeare Way, Taverham, Norwich NR8 6SH.

Milestone near Wareham, Dorset
Photo: Peter Stanier

AIA
ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

ANNOUNCING THE THREE FIELDWORK AND RECORDING AWARDS FOR 2001

The AIA Fieldwork Award scheme exists to encourage recording of the physical remains of the industrial period to high archaeological standards. The awards are open to both amateur and professional field workers, and have been operating successfully for many years.

Work submitted may already have been published or, if not, may be encouraged to publish.

As well as the main award there is also the Initiative Award for innovative projects, e.g. those from local societies; and to encourage the future industrial archaeologists, a Student Category.

THE CLOSING DATE FOR ENTRIES IS 1ST MAY 2001

Successful Entries will be notified in July
The successful authors will be invited to attend the AIA annual conference in Cambridge to collect their awards in August 2001

Enquiries for further details should be sent to:
Dr Victoria Beauchamp, 3 Parsonage Court, Walkley, Sheffield S6 5BU

Yorkshire and Humberside

World Heritage Site status has been nominated for the Saltaire Mill complex and model village near Bradford, as reported on page 9. At Rotherham, the MAGNA visitor attraction in the former Templeborough melting shop (built in 1917 and rebuilt as the world's biggest electric arc melting shop in 1960-65) is due to open in April. It is designed around the themes of Earth, Water, Air and Fire, with some references to steelmaking, but it is anxious not to be seen as a steel museum. In Sheffield, the formerly water powered Low Matlock Rolling Mill (Listed II*) seems likely to return to industrial use but an area around the waterwheel may be given to a trust to permit restoration and viewing. The John Watts cutlery works in Lambert Street near the city centre, a historic complex of old workshops and courts now used to make abrasive wheel dressers, industrial cutters, corkscrews and Presto Egg-Toppers, has new owners who are interested in using it as a working heritage centre.

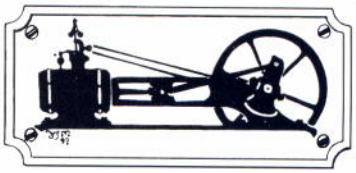
The historic buildings of the National Coal Mining Museum for England at Caphouse Colliery, Wakefield, will be repaired with £4.44m from the National Heritage Lottery Fund and partnership funding from English Heritage, Yorkshire Forward, RJB Mining and National Power. There will be a new building for collections, a new library and purpose built edcuational facilities. The displays, currently mainly about Yorkshire, will be replaced to cover mining throughout England.

The Heritage Lottery Fund is giving over £180,000 for the 1873 Hoffman lime kiln, the largest and best preserved in England at Craven Lime Works, Langcliffe, near Settle. Abbeydale Industrial Hamlet, Sheffield, has obtained over £300,000 for badly needed repairs to its dam, waterwheels and buildings, and the City Council is funding repairs to the dam at Shepherd Wheel. English Heritage is giving 80% funding for a further feasibility study about restoration and interpretation of the 1795 Newcomen atmospheric engine at Elsecar near Barnsley.

Work for reopening the Huddersfield Narrow canal is due to be completed in May. It includes the restoration of Standedge Tunnel, Britain's longest canal tunnel, where the roof and shaft bases were being stabilised in the autumn. Two short new cut-and-cover tunnels have been built under mills in Huddersfield. Ownership of the Rochdale Canal from Sowerby Bridge to Manchester has been transferred to the Waterways Trust, and the remaining restoration, on the Manchester side of the Pennines, is due for completion in June 2002.

A major archaeological evaluation is being done at the site of Matthew Murray's Round Foundry in Leeds, one of the most important engineering works of the early nineteenth century. Trial trenching has confirmed the survival of archaeological deposits from the foundry in the area where development is planned. Further work by ARCUS on the Millsands site in Sheffield has revealed remains of the cutlery grinding wheel built in the eighteenth century close to the Town Mill. Discussion continues over the fate of the remains of late eighteenth century cementation (steel) furnaces, including one of previously unrecorded type, found in the earlier excavations here.

Mons Mill, Todmorden, a seven-storey steam-powered fireproof cotton spinning mill of 1907-11, has been demolished and the site is likely to be used for housing. Designed as a double mill powered from a central engine house, only one half was built. Planned development near the River Don in Rotherham threatens the sites of the Walkers' eighteenth-century Holmes and Masbrough iron works, including the surviving Cupola Works at Masbrough, and the listed



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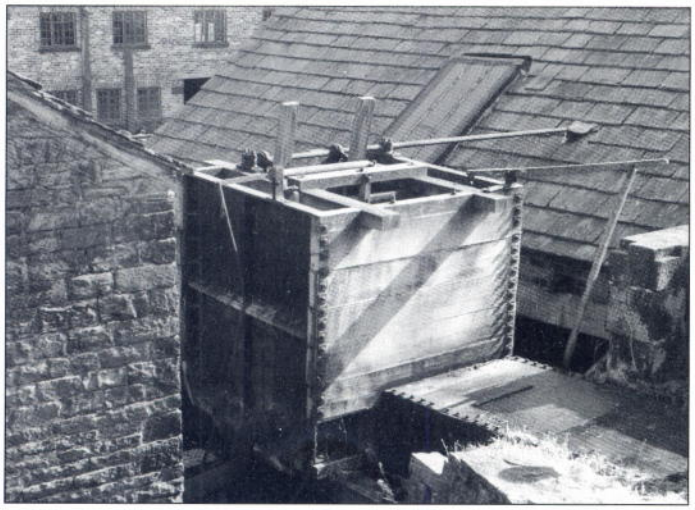
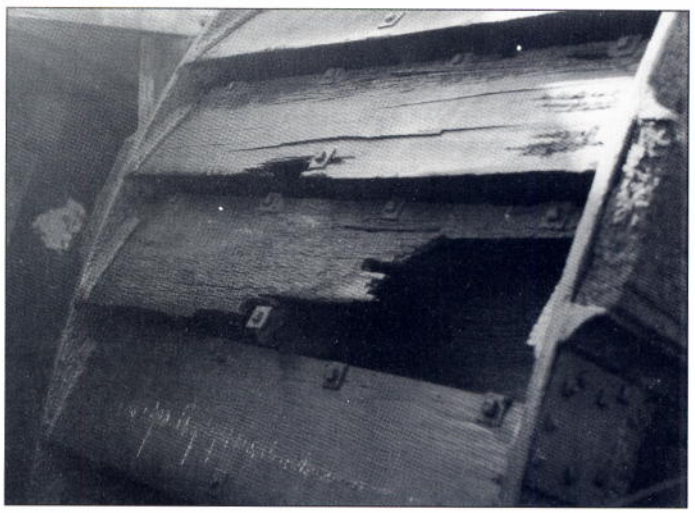


Abbeydale Industrial Hamlet, a view from the dam with the forge waterwheel's pentrough in the foreground *Photo: Sheffield Industrial Museums Trust*



Repairs need to be done at Abbeydale Industrial Hamlet, for example to this waterwheel *Photo: Sheffield Industrial Museums Trust*

1857 works of Guest and Chrimes (Edward Chrimes was the inventor of the modern screw-down brass tap). The next stage of Sheffield's Inner Ring Road threatens the impressive 660-yard 1849 Wicker railway viaduct across the Don valley; two or three arches would be demolished for a slip road. A new Porter Brook conservation area in Sheffield includes the unlisted and threatened buildings of ward's Sheaf Brewery and the area upstream to Sharrow Snuff Mill. The seventeenth-century Bolsterstone Glass Works at Stocksbridge, scene of an important excavation by Denis Ashurst, has been put on English Heritage's Buildings at Risk register; plans for a local history centre seem to have stalled and there is a proposal to use it as a glass studio.

Highbury Works Tannery, Meanwood, Leeds, has been converted to luxury flats with a 'heritage centre' explaining the site's history. This goes back to a thirteenth-century water corn mill for Kirkstall Abbey. In the nineteenth century, as Wood Mills, it became one of the largest tanneries in the country, covering five acres. A photographic record showing the tanning processes has been given to Leeds Archives, and a wheel and turbine pit has been recorded. Soil Hill pottery, north of Halifax, has been converted to housing, the eighteenth-century Beehive and Linen Warehouses in central Barnsley are being restored for leisure and retail uses, and Borough Mews, a large stable block in Sheffield for more than 200 horses, is being turned into 43 loft-style apartments. Sheffield is to have its first brand new 'warehouse style' apartments, following Leeds and (many years since) London's Docklands. And in a further tribute to the re-use of industrial buildings, a customer of Gripple Ltd has built a replica of their Old West Gun Works, Sheffield, in Randfontein, South Africa. The original was built in 1863-4 as a gun shop for Firths and was imaginatively refurbished in the early 1990s for Gripple.

Derek Bayliss and David Cant

East Anglia

Although there have been no major disasters, like all areas there is a steady erosion of surviving industrial sites and activities. Firstly, thought, the 10th EERIAC was held successfully at the works of Rugby Cement in Barrington, with lectures on the local industrial archaeology and the history of the site, followed after lunch by tours of the site, believed to be the last in England using a rail system to carry chalk from the quarry to the works. For those who like the idea of this, a visit is likely to be one of the options on the programme for the Cambridge Conference next August.

Elsewhere in Cambridgeshire, Cheddars Lane Museum had no luck in a Lottery bid which would have involved amalgamation with the folk museum on the Cheddars Lane site. What it did acquire were parts of the structure of the recently demolished gasholders from the next door site, rather whether it wanted them or not. Perhaps more welcome news is that although the cast-iron bridge be Headley & Edwards at Somersham had to be renewed to meet EEC weight limits, the outer cast-iron plates were retained to preserve much of the appearance.

There is much more concern about the Great Eastern tanning shed at Sawston, listed, but falling into decay. The problem is very typical: the firm does not need the building, and both its design and its location in the middle of a working tannery make adaptive re-use virtually impossible. If it is to be preserved at all, relocation of the structure to a museum site could be the only option, but the expense would be very great even if a site could be found. A proper professional survey prior to demolition might be the only realistic option.

In Essex, the County Planning Section continues its good work. The thematic survey of public water supply has been published, and further surveys on the textile industry and brick and tile works are ongoing. Records have been made of the maltings at Thorpe-le-Soken and the Railway Maltings at Braintree. The section has also started looking at Victorian farm buildings. Conversion to housing has started at Mistley No.1 Malting, and reputedly is reasonably sensitive.

There is still concern in Norfolk over the future of the Colman's site in Carrow Road, Norwich, even though most buildings are listed. However, these are solid brick structures and adaptive re-use looks feasible. What certainly will go is Caley's chocolate factory, the oldest parts dating from the 1890s. Also under threat in Norwich is the bus station and garage, which had the biggest clear floor area in England when it was constructed in 1934. The Norfolk Mills Trust continues its sterling work and has, in co-operation with the Norfolk Historic Buildings Trust and with help from Lottery money, restored Denver Mill to working order and created an adjacent education centre. The fire-damaged Ditchingham malting buildings referred to last year are still standing, with the walls looking solid despite the loss of the roof. Its use and reinforcement as a US Airforce store in WW2 may explain this.

In the west of the county, the flax factory at West Newton, built with encouragement from the Sandringham estate to process flax for wartime needs, is to be demolished. Also to go is the waterproof cement works of Kerner Greenwood at King's Lynn. A very sad industrial loss is the closure in December 2000 of the last working floor maltings in East Englia, at East Dereham. The listed buildings may well be converted to housing or offices. Also closed is the relatively modern Thermos factory in Thetford, which used to make its own glass.

In Suffolk, Claydon cement works has been demolished. The fire-damaged Paul's Maltings by Ipswich Quay still partially stand, with the iron framing very clearly seen. The BX celluloid works at Brantham have been partially demolished, but a number of the specialist buildings, with high gable ends to direct blasts and flames upward, remain. It is not known if celluloid is still made there. Good news on the museum front is a very substantial donation which has funded the creation of Ransome's gallery at the Museum of East Anglian Life, Stowmarket. It will be housed in a wooden structure, and should be open in time for the EERIAC meeting to be held at the museum in June.

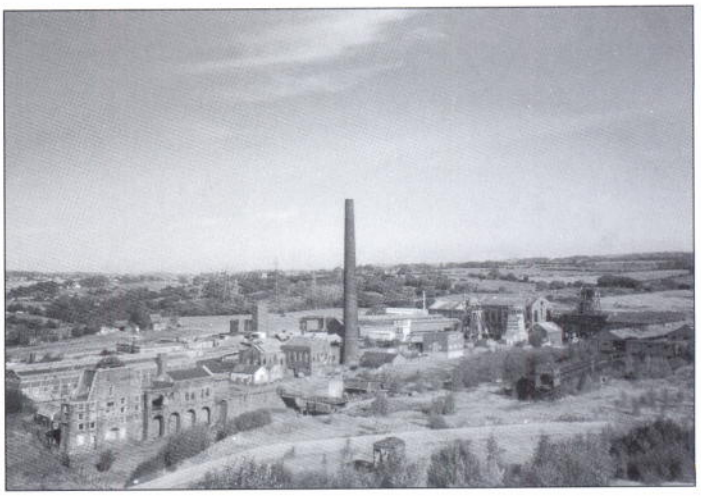
David Alderton

West Midlands

Industry in the Stoke-on-Trent area continues to decline. Whilst the pottery industry itself is still a significant local employer, the numbers of workers engaged in it is steadily falling. Earlier this year, Shelton Steelworks – the last one in the area, where Earl Granville started manufacturing steel from about 1888 – was finally closed down by Corus (successor to British Steel). More recent industries are also under threat, as it has been announced that tyre manufacture is to cease at the Michelin factory in the near future, with the loss of a significant number of jobs.

Coal mining, of course, is already a thing of the past in North Staffordshire, though English Heritage is continuing to seek viable uses for the mothballed Chatterley Whitfield site following its failure as an industrial museum some years ago. Local residents, local authorities and other interested organisations have been involved in consultation exercises during 2000 to see what viable suggestions might be forthcoming. It appears likely that a 'mixture of sympathetic uses' for the numerous buildings will be the eventual outcome.

Down the road in Wolverhampton, they have their own worries about the future of a



The Chatterley Whitfield coal mine site in October 2000 *Photo: Lesley Simmons*

tyre factory (Goodyear) where job losses seem to be a regular occurrence. A bigger bolt out of the blue was the announcement that Chubb's, the manufacturers of safes, will be closing, thus ending a tradition going back some 180 years. The red brick Chubb Building seen from the railway station – now used for other purposes – will be a poignant reminder of this seemingly permanent connection between the firm and the town for many years to come.

Shrewsbury has been heartened by new plans and promises of money for the world's first iron-framed building at Ditherington, though sceptics will be thinking just how many plans have come and gone in the past, and are adopting an 'I'll believe it when I see it' approach. Much media coverage has been given to the plight of the town during the floods of autumn 2000, which has led to a number of comical suggestions from locals as to how the problem might be alleviated in future. Digging a large lake north of Shrewsbury to catch all the water on its way downstream has been one suggestion; dredging the river to make it much deeper has been another! Further downstream, the same floods have wreaked havoc at the Ironbridge Gorge Museum, where considerable damage has been done in the Museum of the Gorge, in the main offices in Ironbridge itself, and at Coalport, where several displays will have to be completely re-built. Just to compound things, blocked culverts and flash floods also brought water into the Museum of iron in Coalbrookdale on at least three occasions and into the Tollhouse on the Iron Bridge twice.

John Powell

East Midlands

The following news is reported from Derbyshire. The future of the original 1840 buildings at Derby Locomotive Works remains uncertain. The area around the buildings, now known as 'Pride Park' has been transformed dramatically over the last few years. For 150 years the site was an 'island' cut off from the town centre by railway lines and the River Derwent, with road access via a very low bridge. All that has changed in recent years, with two new roads into the site now built and a third under construction. The area is now a modern edge of town industrial zone, with a range of business and retail buildings and a new football stadium for Derby County. Pedestrian access is about to be improved too, with an extension of the station footbridge to a new station entrance right opposite the Grade I listed clock tower and locomotive roundhouse. Despite this there is still no concrete proposal for how to re-use the loco works buildings, after two major schemes have fallen through in the last five years, and Derby City Council are now running a competition to encourage developers to come up with ideas.

In contrast, Derbyshire's other railway roundhouse, at Barrow Hill near Chesterfield, is going from strength to strength. This one dates from 1870, and remained in use as a diesel depot by British Rail until 1991. A local group then persuaded Chesterfield Borough Council and English Heritage that the building was worthy of listing and restoration using European Union grants for former coalfield areas. The Barrow Hill Engine Shed Society took possession of the restored building in 1998, and it is now a popular base for a large number of preserved locomotives. These are mainly diesels and electrics, but there is a gala weekend with visiting steam locomotives every July.

A less happy scene on the site is the colliery winding engine from Westthorpe Colliery, which lies in the open as a collection of bits. This has been 'donated' by North East Derbyshire District Council, who have been wanting for years to get rid of it, to allow them to clear the colliery site. Barrow Hill village is also worth a look at by any passing industrial archaeologist, with some interesting mid-nineteenth century cluster houses built by the ironmaster George Barrow, and later rows of cottages built by the Midland Railway.

Elsewhere in the north of Derbyshire, there is good news from two sites relating to the coal industry. The 'Seldom Seen' engine house at Plumbley Colliery in the Moss Valley near Eckington has been crumbling away for many years, with increasingly worrying large holes in the walls. As a result of Derbyshire Archaeological Society recording of the site on IRIS forms, and bringing it to the attention of English Heritage's Monuments Protection Programme (MPP) the colliery site has been scheduled, and this has spurred Derbyshire County Council into using landfill tax credit money to stabilise the engine house structure. The MPP has also confirmed the national significance of the range of 48 coke ovens at the Summerley Colliery between Dronfield and Unstone. The site is badly overgrown, with tree growth damaging the structure. English Heritage is about to commission a feasibility study to examine options for future ownership and conservation of the site.

These three sites in the north of Derbyshire feature in the latest volume of Derbyshire Archaeological Society's series of pocket size industrial archaeology gazetteers. This covers the three local authority districts of Chesterfield, Bolsover and North-East Derbyshire, and is available for £3.00 plus 50p postage & packing from Dudley Fowkes at 2 Mill Close Swanwick, Derbyshire DE55 1AX.

Ian Mitchell

REGIONAL CORRESPONDENTS

Please support your Regional Correspondent by sending relevant material which may be of interest to our readers.

Region 1: SCOTLAND
Dr Miles Oglethorpe, Royal Commission on the Ancient and Historical Monuments of Scotland, John Sinclair House, 16 Bernard Terrace, Edinburgh EH8 9NX

Region 2: IRELAND
Michael Coulter, Department of Environment, Historic Monuments and Buildings, 5-33 Hill Street, Belfast 1

Region 3: NORTHERN ENGLAND
Cumbria, Northumberland, Tyne and Wear, Durham and Cleveland
Fred Brook, Hartland, Redburn, Hexham, Northumberland NE47 7EA

Region 4: YORKSHIRE AND HUMBERSIDE
North, South and West Yorkshire and Humberside
Derek Bayliss, 30 Muskoka Avenue, Bents Green, Sheffield S11 7RL

Region 5: NORTH WEST ENGLAND
Lancashire, Merseyside, Greater Manchester and Cheshire
Mrs Edwina Alcock, 1 Elsworth Close, Formby, Merseyside L37 2YS

Region 6: WALES
Stephen Grenter, 16 Ffordd Trem-y-Foel, Parc Bryn Coch, Mold, Clwyd CH7 1NG

Region 7: WEST MIDLANDS
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John Powell, Ironbridge Gorge Museum Trust, The Wharfage, Ironbridge, Telford, Shropshire TF8 7AW

Region 8: EAST MIDLANDS
Derbyshire, Nottinghamshire, Lincolnshire, Leicestershire and Northamptonshire
David Lyne, 10 Somerville Road, Leicester LE3 2ET

Region 9: EAST ANGLIA
Cambridgeshire, Norfolk, Suffolk and Essex
David Alderton, 48 Quay Street, Halesworth, Suffolk IP19 8EY

Region 10: GREATER LONDON
Dr R.J.M. Carr, 127 Queen's Drive, London N4 2BB

Region 11: HOME COUNTIES
Oxfordshire, Bedfordshire, Berkshire, Buckinghamshire and Hertfordshire
Phil Morris, 71 Van Diemans Road, Stanford in the Vale, Oxon, SN7 8HW

Region 12: SOUTH EAST ENGLAND
Hampshire and Isle of Wight, Surrey, Sussex and Kent
Chris Shepheard, Rose Cottage, 22 Ridgeway Hill Road, Farnham, Surrey GU9 8LS

Region 13: WEST OF ENGLAND
Somerset, Avon, Gloucestershire, Wiltshire and Dorset
Mike Bone, Sunnyside, Avon Close, Keynsham, Bristol BS18 1LQ

Region 14: SOUTH WEST ENGLAND
Devon and Cornwall
VACANT

Letters and notices for publication in AIA News are welcomed

Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review.*

Archaeology in Wales, 39, 1999
BW Monthly, September, October & November 2000
Brewery History, 98, 99 & 100, Millennium, Spring & Summer 2000
Brewery History Newsletter, 19 & 20, March & November 2000
GLIAS Newsletter, 190, October 2000
Greenwich Industrial History, 3/2-5, May, July, September, November 2000
Industrial Heritage, 26/2, Summer 2000
Lancashire History Quarterly, 4/1-3, March, June & September 2000
Manchester Region Industrial Archaeology Society Newsletter, 93, November 2000
Journal of the Norfolk Industrial Archaeology Society, 6/5, 2000
PHEW Newsletter, 87, September 2000
Scottish Industrial Heritage Society Bulletin, 14 & 15, September & December 2000
Scottish Industrial History, 19, 1999
Society for Industrial Archeology Newsletter (USA), 29/2 & 3-4, Summer & Fall 2000
Subterranean Britannica Bulletin, 31, Winter 2000
Suffolk Industrial Archaeology Society Newsletter, 71, November 2000
Sussex Industrial Archaeology Society Newsletter, 108, October 2000
TICCIH Bulletin, 9, Summer 2000
Trevithick Trust News Letter, 19, October 2000
Yorkshire History Quarterly, 5/4, 6/1-2, May, August & November 2000

Books Received

The following books have been received for review in *Industrial Archaeology Review.*

Benjamin Outram, 1764-1805, by R.B. Schofield (Cardiff: Merton Priory Press, 2000), 352 pp, 56 illus. ISBN 1 898937 42 7. £27.00 inc. p+p from 67 Merthyr Road, Whitchurch, Cardiff CF14 1DD.

Benjamin Outram, one of the most remarkable civil engineers of the early Industrial Revolution, was responsible for the building of several canal systems. He also developed an improved system of horse-drawn railways and established a coal and iron company at Butterley which, as Butterley Engineering, continues in business on its original site. This book, based on company, canal and railway records throws new light on the organisation of the civil engineering profession.

Catalogue of Plans of Proposed Canals, Turnpike Roads, Railways and other Public Works ...in Northamptonshire Record Office, compiled by Philip Riden (Northamptonshire Record Office, 2000), 96 pp. ISBN 1 898937 43 5. £9.95.

This useful book describes nearly 400 sets of documents deposited between 1792 and 1992 and lists all the parishes (not merely those in Northamptonshire) through which each scheme was to pass. A comprehensive index makes it possible to locate every scheme, abortive or successful, which passed through any parish in the county and thus makes the use of these important sources much easier than in the past.

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Dangerous Energy: The archaeology of gunpowder and military explosives manufacture, by Wayne D. Cocroft (Swindon: English Heritage, 2000), 320 pp, 382 illus. ISBN 1 85074 718 0. £45.00.

This book provides a framework for the identification, interpretation, and conservation of the remains of the military explosives industry. It describes key state or private sites, often cloaked in secrecy, and places them in their historical contexts and chronological frameworks. It includes the results of the former RCHME's survey of the Royal Gunpowder Factory at Waltham Abbey, Essex. The development of gunpowder manufacture from the Middle Ages to its effective demise after World War I is examined in detail.

Furness Iron, ed. by Mark Bowden (Swindon: English Heritage, 2000), 90 pp, 64 illus. ISBN 1 873592 47 7. £9.95.

This book presents the results of a survey carried out in 1994-97 by RCHME of the physical remains of the iron industry and related woodland industries of Furness and southern Lakeland.

Grand ideas for the nations' heritage, by Marcus Binney & Richard Pollard (SAVE, 2000), 32 pp, illus. ISBN 0 905978 36 6.

An estimated 10,000 historic buildings across the UK, capable of re-use, are at risk from neglect or decay. To mark its 25th anniversary, SAVE have suggested 25 measures that will speed up the process of rescue and prevention of further decay and so help save thousands of buildings.

The Great Kanawha Navigation, by Emory L. Kemp (University of Pittsburgh Press, 2000), 160 pp, illus. ISBN 0 8229 4112 0. $45.00.

The vision of a central waterway in the USA connecting tidewater Virginia with the Ohio River to rival the Erie Canal persisted for decades during the nineteenth century; it was never fully implemented. The Great Kanawha Navigation became a successful regional waterway and the author has compiled a history of the scheme and describes the industrial archaeology of the system.

The History and Development of Colliery Ventilation, by Alan Hill (Matlock Bath: Peak District Mines Historical Society, 2000), 216 pp, 120 illus. ISBN 0 904334 19 8. £13.50 inc p+p until 28 February 2001 (afterwards £18.15), from the author, 32 Sir Richards Drive, Harborne, Birmingham B17 8TP.

This book is the result of some ten years research and is a thorough historical account of colliery ventilation in Britain. It covers 36 types of fan and modes of ventilation and is referenced throughout. Over 3,000 ventilators at more than 1,100 collieries are listed.

The Industrial Archaeology of Cork City and its environs, by Colin Rynne (Dublin: Stationery Office, 1999), xiii + 325 pp, 134 illus.
ISBN 0 7076 6795 X.

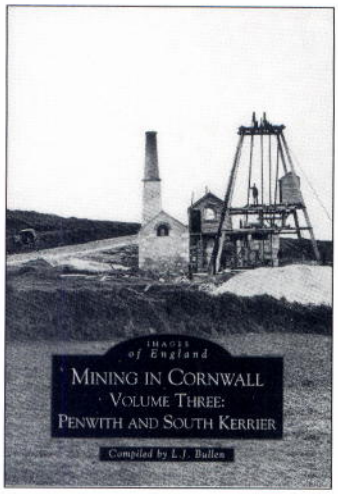
This book represents the results of a survey carried out of over 650 industrial archaeological sites. It is the first detailed survey of any Irish city and also the first comprehensive, industry by industry survey of any region in the Irish Republic or the six counties.

Marking the Miles: a history of English Milestones, by Carol Haines (Norwich: Author, 2000), 188 pp, 63 illus. ISBN 0 9538885 0 9. £12.00, available from the author, 2 Shakespeare Way, Taverham, Norwich NR8 6SH.

This book is the first in-depth study of milestones to be published. It charts the history of the erection of milestones from Roman times to the present day. Over 400 examples are included in the book.

Metal Mining in Canada, 1840-1950, by Jeremy Mouat (Ottawa: National Museum of Science and Technology, 2000), 125 pp, 51 illus.
ISBN 0 660 17987 3.

Mineral resources are a big part of Canada and are one of the main factors in the economic and industrial evolution of the country. This book studies the historical aspects and the technologies used in the processing of gold, silver, copper, nickel, lead and zinc.



Mining in Cornwall Volume Three: Penwith and South Kerrier, compiled by L. J. Bullen (Stroud: Tempus Publishing, 2000), 128 pp, illus. ISBN 0 7524 1759 2. £9.99.

This 'Images of England' volume covers much of Cornwall's far west, which was the second largest tin producer after the Camborne/ Redruth/St Day district. Many of the photographs are published for the first time and include the better known mines as well as fascinating views of smaller trials. Explosives and generating industries at Hayle are also shown.

The 19th century industrial archaeology of Stockton-on-Tees, by Peter Rowe (Hartlepool: Tees Archaeology, 1999), 118 pp, 47 illus. £5.00.

This survey aimed to record the early industries and their infrastructure using the 1857 and 1895 Ordnance Survey maps of the district and to indicate where nineteenth-century industrial features survive and provide an assessment of their condition.

The River Trent Navigation, compiled by Mike Taylor (Stroud: Tempus Publishing, 2000), 128 pp, illus. ISBN 0 7524 1743 6. £9.99.

For many years the Trent Navigation was an essential part of Nottinghamshire's main link with London, by water via Hull. This 'Images of England' photographic record gives an impressive account of activities on this important waterway and its associated canals by sea-going and inland waterways craft.

The Sir William Arrol Collection: A Guide to the International Material held in the National Monuments Record in Scotland, compiled by Miriam McDonald and Miles Oglethorpe (Edinburgh: RCAHMS, 2000), 96 pp, 98 illus. ISBN 1 902419 22 7. £8.00 (UK) or £10 (Overseas) inc. p+p from RCAHMS, John Sinclair House, 16 Bernard Terrace, Edinburgh EH8 9NX.

This catalogue will assist access to material in the Collection for subjects in England, Wales and Northern Ireland and the rest of the world. The first Scottish catalogue is still available for £3.00 (UK) or £5.00 (Overseas), or both may be purchased for £10 (UK) or £12.00 (Overseas), all inclusive of postage and packing.

Stockport Hatting, by Penny McKnight (Stockport MBC, 2000), 83 pp, illus. ISBN 0 905164 84 9.

Throughout the nineteenth century Stockport was the centre of British hat manufacture, but the industry declined through fashion changes and cheap mass-production. This book concentrates on the industrial archaeology of the Stockport industry.

Stone Quarry Landscapes: The Industrial Archaeology of Quarrying in England, by Peter Stanier (Stroud: Tempus Publishing, 2000), 176 pp, 125 illus. ISBN 0 7524 1751 7. £16.99.

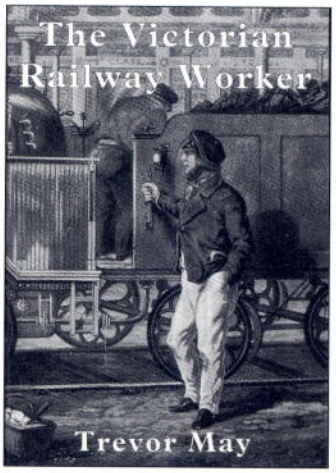
After discussing the history and archaeology of quarrying in England, the author describes the industrial archaeology of disused quarries worked on a 'human scale' in different rock types and all carefully chosen for their public accessibility. These case studies, which also include surface stone-cutting, show what can be interpreted at sites as widespread as Cambridgeshire, Cornwall, Cumbria, Derbyshire, Devon, Dorset, Shropshire, Somerset, Sussex and Wiltshire.

To Maintain and Improve: The History of the Lower Avon Navigation Trust, by D.H. Burlingham (Stroud: Tempus Publishing, 2000), 160 pp, 98 illus. ISBN 0 7524 1756 8. £14.99.

In the second half of the seventeenth century the Avon had become the first English river to be made navigable by pound locks. However, the Upper Avon, from Stratford to Evesham, fell into disrepair during the nineteenth century, although limited trade continued on the Lower Avon to Tewkesbury. By 1945 much of the navigation was derelict, but was to be saved by the Lower Avon Navigation Trust, the story of which is related here by the author who began work on the project as an engineer in 1952. The massive programme of fund-raising, publicity and hard physical work was the first project of its kind ever attempted.

The Victorian Engineer, by Adrian Jarvis (Princes Risborough: Shire Publications, 2000), 32 pp, illus. ISBN 0 7478 0471 0. £3.50.

Album 353 in the Shire series, this book investigates the roles of the great engineers and how they related to their subordinates. Some lesser-known heroes are included, such as Jesse Hartley, the first full-time salaried dock engineer or Robert Rawlinson, the first government-employed sanitary engineer.



The Victorian Railway Worker, by Trevor May (Princes Risborough: Shire, 2000), 32 pp, illus. ISBN 07478 0451 6. £3.50.

This book studies the people who ran the railways – as well as those who built them. Railways quickly became one of the largest employers in the country, also employing seamen, horsemen for road vehicles, and many women workers behind the scenes, such as telegraphists, clerks and those who worked in the laundry and catering services. Shire Album 351.

Vintage Ports or Deserted Dockyards: differing futures for naval heritage across Europe by Celia Clark (Bristol: University of the West of England, 2000), 116 pp, 15 illus. ISBN 1 86043 281 6. £8.00 from Julie Triggle, Faculty of the Built Environment, UWE, Frenchay Campus, Coldharbour Lane, Bristol BS16 1QY.

The purpose of this wide-ranging paper and bibliography is to raise awareness of the revitalisation challenge presented by the legacy of redundant historic naval architecture in European dockyards; in their associated establishments: ordnance and victualling yards, barracks, hospitals; and their surrounding fortifications.

West Yorkshire Coalfield, compiled by John Goodchild (Stroud: Tempus Publishing, 2000), 128 pp, illus. ISBN 0 7524 1745 2. £9.99.

Photographs, documents and memories are used to trace the history and development of the West Yorkshire coalfield, charting the epic struggle against the geographical, physical and social forces to mine coal. The author also looks at related industries such as coke, clay and iron. In the 'Images of England' series.

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31 MARCH 2001
SERIAC
the South East of England Regional IA Conference, at Christs Hospital, Horsham, Sussex. Details from Ron Martin, 42 Falmer Avenue, Saltdean, Brighton BN2 8FG.

7-8 APRIL 2001
AIA IRONBRIDGE WEEKEND
at the Long Warehouse, Coalbrookdale, the affiliated societies' Ironbridge Weekend, on 'The Achievements of Industrial Archaeology in the 20th Century'. Full details and an application form are included with this mailing.

21 APRIL 2001
SWWRIAC
at Victoria Hall, Radstock, the South Wales & West Region IA Conference, organised by BIAS. Details from Graham Vincent, 52 Langdon Road, Bath BA2 1LS.

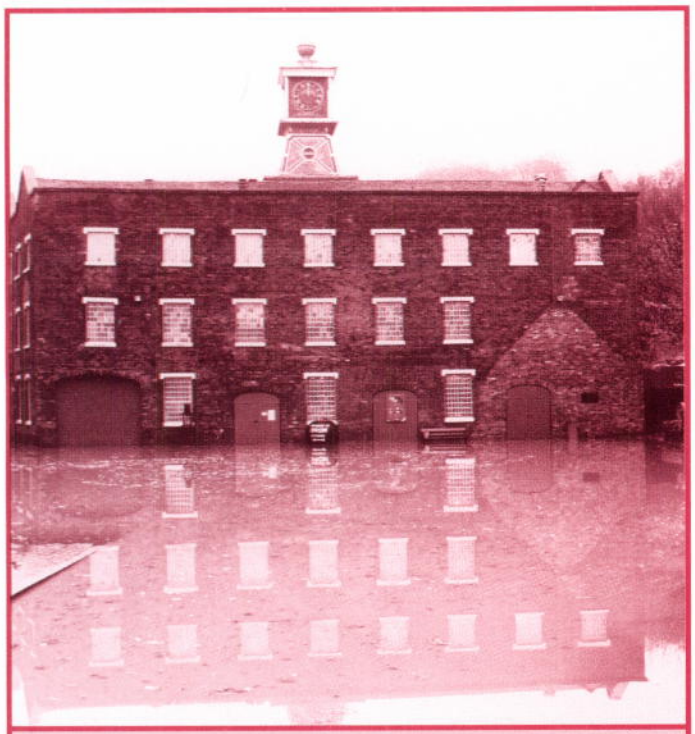
28 APRIL 2001
THIRD COMMERCIAL VEHICLE HISTORY DAY
at St Antony's Centre, Trafford Park, Manchester, organised by MRIAS and the Newcomen Society. Exhibitions, talks and tours. For details contact Bernard Champness, 108 Woburn Drive, Hale, Altrincham, Cheshire WA15 8NF. ☎ 0161 9807612.

10-13 MAY 2001
30TH ANNUAL CONFERENCE
of the Society for Industrial Archeology, at Washington DC, USA. Hosted by the Montgomery C. Meigs Original Chapter. Information from Christopher Marston, HABS/HAER, (202)343-1018, Christopher_Marston@NPS.GOV.

19 MAY 2001
EMIAC 61: FISH AND SHIPS
at Central Library, Grimsby, the 61st East Midlands IA Conference hosted by the Society for Lincolnshire History and Archaeology, covering the history of the fishing industry. Details from SLHA, Jew's Court, Steep Hill, Lincoln LN2 1LS.

9 JUNE 2001
EERIAC
at the Ransome's gallery, Museum of East Anglian Life, Stowmarket, the East of England Region IA Conference, on the theme of rural engineering firms. Advance notice only.

22-24 JUNE 2001
PENRHYN QUARRY RAILWAY BICENTENARY WEEKEND
at Plas Tan y Bwlch, the Snowdonia National Park Environmental Studies Centre. For further details contact Plas Tan y Bwlch, Maentwrog, Blaenau Ffestiniog, Gwynedd LL41 3YU, ☎ 01766 590324, Fax: 01766 590274, e-mail: plas@eyri-npa.gov.uk



Floods 2000. The Great Warehouse at Coalbrookdale, containing the Museum of Iron, is seen surrounded by floodwater on 6 November 2000. How many other industrial sites were affected by the wettest autumn on record?

Photo: John Powell

29 JUNE – 1 JULY 2001
IEE HISTORY OF TECHNOLOGY SUMMER MEETING
at the University of Greenwich, Chatham. See page 12 for a call for papers. For details, please contact the Events Department, IEE, Savoy Place, London WC2R 0BL, ☎ +44 (0)20 7344 5732, Fax: +44 (0)207 497 3633, e-mail: events@iee.org.uk

21-27 JULY 2001
BRIDGES
at Plas Tan y Bwlch, Snowdonia, a course investigating the history and engineering of bridges with visits to many Welsh examples. For details contact Plas Tan y Bwlch, Maentwrog, Blaenau Ffestiniog, Gwynedd LL41 3YU, ☎ 01766 590324, Fax: 01766 590274, e-mail: plas@eyri-npa.gov.uk

21-28 JULY 2001
INDUSTRIAL ARCHAEOLOGY IN NORTH EAST ENGLAND
at Durham, with lectures and field visits on topics including coal and lead mining, railways, chemicals, iron and shipbuilding. Details from Jane Roscoe, Centre for Lifelong Learning, University of Durham, 32 Old Elvet, Durham DH1 3HN. ☎ 01913 743735.

4-11 AUGUST 2001
PRACTICAL INDUSTRIAL ARCHAEOLOGY
at Plas Tan y Bwlch, Snowdonia, a long-established course run jointly with Hull University, recording slate quarries at Dorothea and others in Dyffryn Nantlle. For details contact Plas Tan y Bwlch, Maentwrog, Blaenau Ffestiniog, Gwynedd LL41 3YU, ☎ 01766 590324, Fax: 01766 590274, e-mail: plas@eyri-npa.gov.uk

17-24 AUGUST 2001
AIA CONFERENCE, CAMBRIDGE
at Fitzwilliam College, Cambridge. Details on page 7.

19-25 AUGUST 2001
LITTLE TRAINS IN SNOWDONIA
at Plas Tan y Bwlch, a course on the narrow gauge railways in and around Snowdonia National Park. For details contact Plas Tan y Bwlch, Maentwrog, Blaenau Ffestiniog, Gwynedd LL41 3YU, ☎ 01766 590324, Fax: 01766 590274, e-mail: plas@eyri-npa.gov.uk

13 OCTOBER 2001
WILTSHIRE INDUSTRIAL ARCHAEOLOGY SYMPOSIUM
at the Wharf Theatre, Devizes. For details, when available, contact the Bookings Secretary, Wiltshire Heritage Museum, 41 Long Street, Devizes, Wiltshire SN10 1NS.

Information for the diary should be sent directly 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. Please ensure details are sent in if you wish your event to be advised.

A full diary can also be viewed at www.industrial-archaeology.org.uk

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30 June for August mailing
30 September for November mailing
30 December for February 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 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. The AIA publishes an annual Review and quarterly News bulletin. Further details may be obtained from the Liaison Officer, AIA Office, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH.
☎ 0116 252 5337 Fax: 0116 252 5005.

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

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