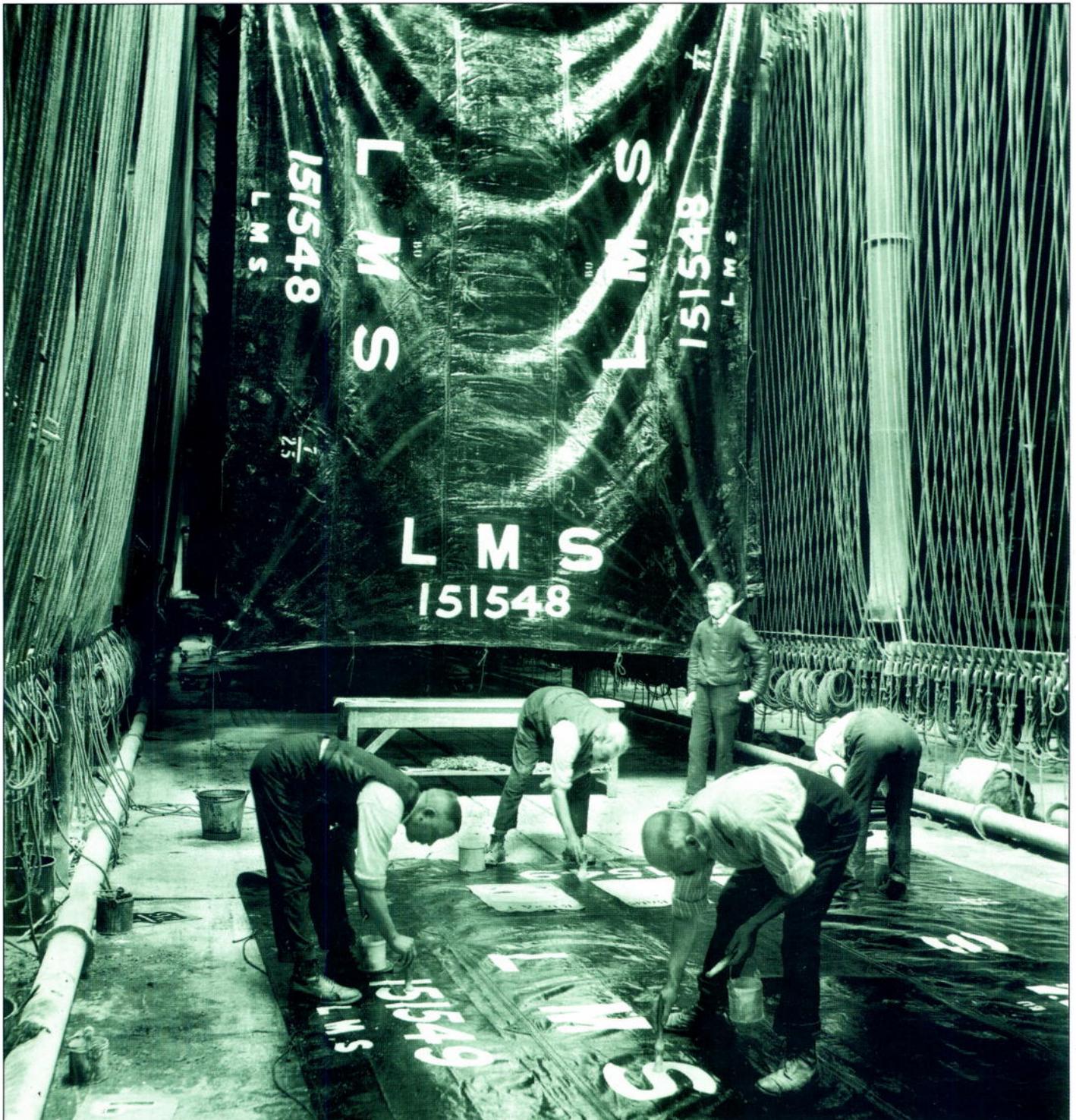


INDUSTRIAL ARCHAEOLOGY NEWS

120
SPRING
2002

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

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INDUSTRIAL ARCHAEOLOGY NEWS 120 Spring 2002

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COVER PICTURE

Midland Railway Sheet Stores, c1925, showing the size of a typical wagon sheet, and how sheets were hung up to dry. Each sheet was numbered and dated to ensure it was regularly returned for inspection and repair. See page 10

Photo: National Railway Museum DY13671

What is industrial archaeology?

When compiling an industrial archaeology gazetteer just what constitutes an entry? What sort of things do you put in? How do you draw the boundaries? In practice this can be quite a problem. What do you put in a gazetteer and what do you leave out? It is hoped that these personal views will generate discussion.

Robert Carr

First we must distinguish between archaeology and history; both are concerned with the past. Archaeology is the study of surviving remains – considering artefacts and ecofacts. It does not necessarily involve 'digging things up'. History is the study of written documents; minute books, diaries, letters and so on. Archaeology is the study of the past through other surviving remains such as buildings, machinery, manufactured products, etc.

Archaeology is the business of studying artefacts (man made) as distinct from ecofacts (naturally occurring). For early archaeological periods it is not always easy to distinguish between the two but for the industrial period the distinction is usually obvious.

However archaeology also makes use of written or printed sources to illuminate material finds if relevant. This will often be the published work of historians but may include a study of primary sources, e.g. rate books or insurance plans. For the most recent period industrial archaeology can also make use of oral history – for instance when studying a factory it is possible to talk to people who used to work there.

History is a long established and highly respected academic pursuit. Archaeology is by comparison a relative newcomer and to some extent challenges the view of historians. It might be considered a corrective to the lack of a balanced documentary record. Primary sources are usually written by the powerful and successful and seldom reflect the plight of downtrodden losers. Sometimes written accounts can even be deliberately falsified, perhaps for fraudulent financial purposes.

Again those in authority very often create a powerful mythology to justify their position. Material facts can often prick the bubble of pretence.

Archaeology can present objective facts that destroy views formerly held by historians who before only had incomplete or biased written accounts. DNA techniques and dendrochronology are powerful new tools which in the hands of archaeologists are replacing opinions by hard facts. Thus our view of the past is changing significantly.

Archaeology was once seen as an upstart activity, scarcely respectable and not of academic merit. In the nineteen seventies some mainstream archaeologists regarded industrial archaeology with disdain – only fit for amateur amusement.

It should be made clear that industrial archaeology is not just a part of archaeology, e.g. a specialism. In fact a qualification in mainstream archaeology is not very useful in industrial archaeology. Industrial archaeology is almost a separate subject. Having a background in

engineering, science or technology is highly relevant. It is difficult to understand many industrial processes or for instance how a prime mover works without a knowledge of the relevant chemistry and physics etc.

Nonetheless industrial archaeology is highly interdisciplinary and people from a variety of backgrounds can and do make a viable contribution to the subject. Local historians, architects, schoolteachers, librarians, engineers and artists, are often to be found among the active members of industrial archaeology societies. In studying the built environment many skills and viewpoints are required.

The term industrial archaeology was officially invented in Birmingham around the mid-1950s. However under the name historical geography a good deal of what is essentially industrial archaeology had been going on in university geography departments for many years before that. One of the best books on the Port of London was written by a geographer – James Bird (see *The Geography of the Port of London*, Hutchinson, 1957).

Although not industrial archaeology, associated activities such as collecting and displaying industrial remains in museums, perhaps even retaining most of the original industrial complex as a museum, have been going on for about thirty years. Regional industrial museums such as those at Ironbridge and Beamish were systematically set up from about the mid-1970s and nearly all the ambitious schemes of that decade came to fruition. Looking back now we perhaps see this as something astonishing.

Another activity associated with industrial archaeology is the study of industrial biography; the lives of great engineers and industrialists. The most notable contribution in this field is that of Samuel Smiles in the nineteenth century but later the writing of L T C Rolt, published from the 1940s, had a tremendous effect in changing public opinion towards taking an interest in the work of the engineer and preparing the ground for the great upsurge of interest in industrial archaeology which took place in the early 1970s.

This upsurge was of course essentially brought about by the physical facts themselves – the very visible dead and dying remains of traditional British industry which could be seen everywhere. These years were in some sense a golden age of industrial archaeology when it was still possible to visit the last working examples of many industries just before the final closures took place. At that time industrial visits were welcomed in a way inconceivable today.

The study of and participation in industrial archaeology is very much a hands-on activity dealing with 'real reality'. Although books and periodicals are important, personal experience and the joys of discovery in the field are great incentives to its practitioners. In taking an interest in industrial archaeology one gains a different and distinctive view of the world and begins to take considerably more notice of the surrounding environment. How and why was that thing made can become a preoccupation.

We might try at this stage to define just what industrial archaeology is. We can give several definitions. Industrial archaeology is:-

1. the archaeological study of how people earn or earned a living – that is work archaeology,
2. the archaeology of industrial processes including engineering and technology back to pre-history,
3. the archaeology of the industrial period, say after c.1700 to date, the archaeological period study that follows post-medieval archaeology,
4. Archaeology is what Industrial Archaeologists do – i.e. a circular definition.

Broadly speaking, definition 1 was the kind of notion favoured by Kenneth Hudson towards the end of his life. In fact he even suggested 'work archaeology' as a suitable term to replace industrial archaeology, (Rolt Memorial Lecture 2000 part 1, *Industrial Archaeology Review* vol. 23, no.1, p9).

Definition 2 is favoured by some mainstream archaeologists. They describe 2 as 'real industrial archaeology'. (It is interesting to note that Arthur Raistrick in his book *Industrial Archaeology: an Historical Introduction*, published in 1972, was insistent that definition 2 was the correct one.)

Definition 3 is favoured by some academic industrial archaeologists who are seeking to establish the subject and wish their work to become the period study of the last two hundred years or so.

Definition 4 is at present perhaps the most satisfactory one, even though it is circular. This is an 'operational' – suck it and see – definition of the kind favoured by vanguard artists over the last say thirty years – 'I am an Artist and what I do is Art' – etc.

Even leaving definition 1 aside we might (for now) have to accept that there is at least a (preposterous!) 'duality' involving 2 and 3. If we are to take this step it might then perhaps be more sensible to accept a 'plurality', adding either 1, 4 or both.

However in practice industrial archaeology does not, at least yet, entirely live up to its definitions. There are inconsistencies and blind spots or areas of omission. For instance if we take definition 3, industrial archaeologists should be interested in all material objects post c.1700. But it seems industrial archaeology often restricts itself to 'working class' items, especially when studying buildings. While an interest in non-conformist chapels, pubs, football stadia, music halls and cinemas is generally regarded as a totally acceptable fringe industrial archaeological activity you can't look at anything 'posh'. Opera houses are definitely out.

This exclusion of non 'working class' archaeology does not seem to apply in transport circles. Here an interest in the great ocean liners or Pullman carriages seems to be entirely acceptable. What is surprising is the almost total lack of interest in ocean-going cargo ships, until recently so dominant a feature of British economic activity.

For the archaeological study of earlier periods the exclusion of 'posh' items never seems to have manifested itself. Ancient Egyptian archaeology has been entirely happy to investigate the great pyramids, and they were for pharaohs only. Indeed until the quite recent past traditional archaeology has largely consisted of examining the physical remains of the rich. Is it that post c.1700, as there is such abundance of information, archaeology has been directed only toward areas where the record is relatively incomplete? The poor don't write much.

Industrial archaeologists tend to be relatively well educated and come from the better-off social classes. The desire to investigate what the 'lower orders' used to do is in part curiosity – exploring forbidden fields that parents say forty plus years ago would have tried to keep from their children. Doubtless for some the practice of industrial archaeology has given opportunities to make up for things 'missed' as children.

But will industrial archaeology 'roll forward'? Will it embrace Modernism; reinforced concrete, high-rise flats, motorways, big sheds. Will industrial archaeology include an interest in the all conquering diesel engine and the second half of the twentieth century; mass motoring, packaging, supermarkets and the information revolution? If it does not, younger people will form their own organisations to do just this and there are strong signs this is happening already.

For most people in Britain the Victorian period, at least in terms of ideas and taste, really lasted until the 1930s or later. The Twentieth Century Society started life as the Thirties Society, with an interest in the design style of that intellectually lively time when the ideas which gave birth to industrial archaeology first came into being.

It is beginning to seem something of a generation issue with each succeeding generation harking back to a period just before its time and taking a delight in 'what it missed'. Does this mean we will have Modern Archaeology, and (for goodness sake!) Post Modern Archaeology, et al. Whether Arthur Raistrick would like it or not industrial archaeology seems to have become irrevocably stuck within the period of the industrial revolution and its extended aftermath?

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Going up Camborne Hill coming down

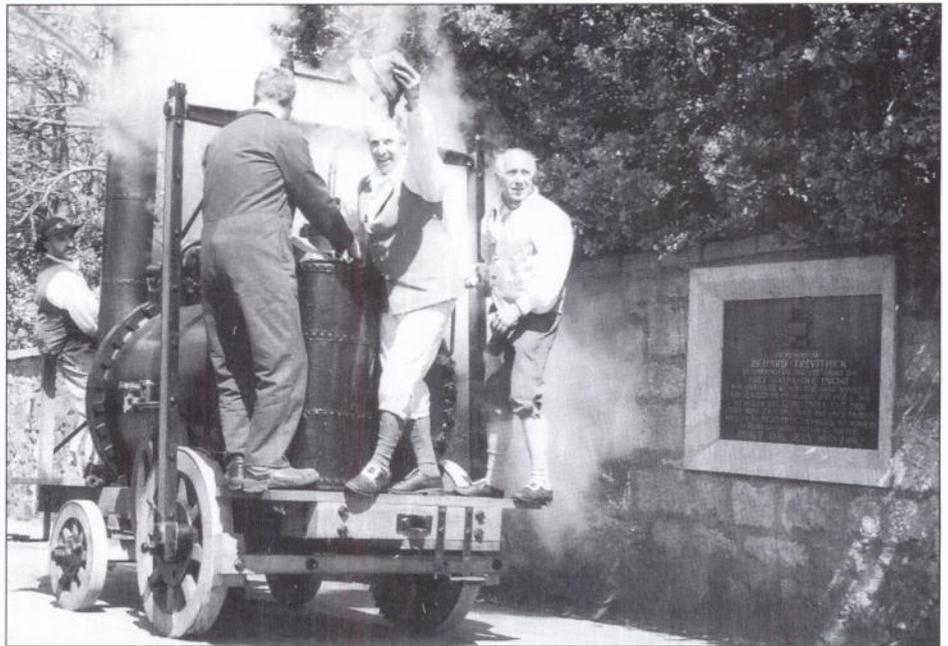
Nearly five years ago, the Council of the Trevithick Society decided to support the building of a replica of Richard Trevithick's 1801 Camborne Road Locomotive. From the very beginning plans were laid for the replica to be finished for Camborne Trevithick Day, 28 April 2001, the day chosen for celebrating Trevithick's public demonstration of the use of high-pressure steam. It was likely that Trevithick had his problems the first time he took his Puffer out in 1801 but they bore no similarity to those 200 years later, when the trials and tribulations experienced by the crew running a replica steam road locomotive could not have been worse. A salutary lesson for all!

Philip M. Hosken

The weekend commencing 28 April 2001 was to be like nothing else in the history of the Trevithick Society. The engineering team assembled at the Holman factory of CompAir UK to prepare the star of the parade for its important outing. With steam up, driver John Sawle took control and away they went. After parading past Trevithick's statue outside the library, the road loco stopped in Basset Street where it was dwarfed by traction engines. Everyone wanted to see what Richard Trevithick had produced against the advice of James Watt 200 years ago. All those involved in the project were quizzed endlessly about the intricacies of the engine and how it had been made. Some people just stood and marvelled. Cameras clicked incessantly.

Frank Trevithick Okuno, a direct descendent of the Cornish inventor, had made a long railway journey in poor health from London. He was ecstatic that the project had come to a successful conclusion. But just before the parade, two policemen instructed John to take the locomotive off the road, saying that officialdom had decided that the little engine was uncontrollable, was erratic in its movements and was a danger to the public. When it was explained that traction engines do not travel in a straight line due to the nature of their steering mechanisms the police changed their reason for the ban to an allegation that the replica was going too fast, but as John stated on BBC Radio Cornwall it would have been more courteous of the committee, or anyone else, to have spoken to him or other members of the Society if they had any concerns about the safety of the replica, for the loco was built precisely to travel slowly enough to lead the parade. Given the same circumstances, one can only imagine what Richard Trevithick might have said!

The engine was directed to park with the replica London Road Carriage away from the main crowd and the two Trevithick masterpieces stood forlornly on double yellow lines as thousands of people were bitterly disappointed when the parade started late without the star of the show. That evening, after much argument and reasoning, a solution was eventually found with the agreement of the police authorities in which



The 'Puffing Devil' passes the wall plaque honouring Richard Trevithick during its historic backwards ascent of Camborne Hill on 29 April 2001
Photo: Phil Monckton

the climb could take place with provisions to abort if there was any cause for concern.

There was still an air of disbelief next morning as the crew stumbled into the works at CompAir. Radio Cornwall broadcast a message that the climb was to take place but it was not known if the replica was to run. However, at very short notice an amended crew was formed and ready to go. The two policemen of the previous day, having heard the broadcasts that the steam pressure was rising, swung into the yard determined not to let matters get out of their control. The lengthy discussions of the previous evening had not reached them and, with some difficulty, negotiations started all over again. Again the police were rightly concerned for the safety of the public and discussions followed as to how this could be achieved. The fact that we were running three hours late and the roads were due to re-open at 2pm didn't help. After a tour of the loco a deal was struck.

Whilst bearing in mind that the object was to get up the hill, John agreed to keep the engine on the road and proceed at a cautious pace. For their part, the police and members of the Society were to keep the pedestrians back on the pavement. The police were to be in charge and should any problem arise they were to sound the police car siren and John would stop the climb.

The Steam Car Club of GB combined a Run To Cornwall with their attendance on Camborne Hill that special morning. The project team were grateful to all the drivers of the steam cars, the traction engines which also turned up, and for the exceptional three-wheeled Grenville steam car, reputed to be the oldest car still in operational order. The owners of these wonderful vehicles entertained the crowds whilst the Camborne Road Locomotive prepared itself for its great day.

The atmosphere grew as the occupants of houses in Tehidy Road and Fore Street, which together formed the famed Camborne Hill, relayed the latest news from their radios to the spectators standing outside on the pavements. Soon the little engine set out from CompAir along Centenary Street and through the town to the foot of the hill. This was to be a very special day for Cornwall and for everyone in Camborne. The furnace was stoked, smoke poured out and spectators higher up the hill were made well aware that the fire was burning fiercely. Most of the water had been used on the journey from Foundry Road and kindly neighbours willingly topped up the reserve tank with buckets and kettles.

Excitement rose along with the boiler pressure. Soon full pressure was achieved and final adjustments were made to engine and clothing. Last thing of all, the engine was turned around. There were sound engineering reasons for this, connected with water levels on the hill, but it also explained the words of the song, *Going up Camborne Hill, coming down*.

Both driving pins were inserted to gain the maximum traction and the marshals and police walked up the hill ushering the crowd out of the way. The excitement mounted as everyone realised the great historic event of 200 years ago was about to be re-enacted before their very eyes. Many in the crowd had contributed in some way to the building of the replica and were keen to be there on that important day.

Brakes off and chocks away, all aboard, a blast from the whistle and the little engine was away at a cracking pace. As the locomotive passed the wall plaque honouring Richard Trevithick and his work at that place, Kingsley Rickard doffed his hat to the crowd and the

media. Steering the locomotive backwards up hill for over half a mile was not easy but it speaks well of the engine design and the expertise of the crew that the hill was climbed without incident. How Trevithick managed it 200 years ago without a proper road was anyone's guess.

Camborne Hill becomes steeper towards the top and boiler pressure was dropping. The high speed chuffing to be heard as the engine covered the easier section at the bottom of the hill was becoming a much more laboured slow grunt as John tried to find every ounce of pressure. The crowd rose to the occasion, urging it on with cheers and shouts. Spontaneous singing started and a thousand people joined in.

There was fear that, after covering so much of the hill, the engine was not going to make the last ten yards. The crew, who had come along for the historic ride, now jumped off and started shoving with encouragement from the crowd. Emotions ran high as the summit was reached and the little engine stopped and sighed. Everyone wanted to congratulate the crew and touch the engine. Amongst the first was the driver of the police car who, with his colleague, warmly shook everyone's hands. Smiles and laughter replaced the disappointment of the previous day.

The little engine had climbed Camborne Hill. Everything that Richard Trevithick had done two centuries ago had been repeated and the replica, together with the driving skills of its crew, had been fully vindicated. The day could not have come together better. The sun had shone and the spectators had made it all worthwhile. Camborne was proud that day, its people were in a joyous mood. Camborne, the home of the high-pressure steam which ran the world for 150 years, had



John Sawle and Arthur Young preparing for take off at RNAS Culdrose Air Day in July. This was just one of several outings for the replica road locomotive during the year
Photo: Philip M. Hosken

made another entry in the history books. This was something to tell the children and the grandchildren.

The famous Camborne Hill has often been confused with Beacon Hill at the opposite end of town. Unfortunately, Trevithick's statue was erected in the early 1930s outside the public library looking up Beacon Hill. Many people now think that this is Camborne Hill, hence a crowd gathered there on the day of the run only to be

disappointed. In fact, in Trevithick's day, 1801, Beacon Hill did not exist as a thoroughfare. Camborne Hill is the road coming into town from the north side. Kingsley Rickard has suggested to the town council that signs should be erected at both ends of Camborne Hill to inform people of its correct location. This would be an excellent piece of tourist information and would quell the continuous local debate as to its whereabouts. At a recent council meeting this was agreed.



ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

ANNOUNCING THE THREE FIELDWORK AND RECORDING AWARDS FOR 2002

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 2002

Successful Entries will be notified in July

The successful authors will be invited to attend the AIA annual conference in Edinburgh to collect their awards in September 2002

Enquiries for further details should be sent to:

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Writing for Industrial Archaeology Review

Producing an article for an academic journal isn't a particularly easy thing to do, even for academics, and a few general guidelines might be helpful, and save a lot of time and unnecessary effort. Our new editor of Industrial Archaeology Review sets out his requirements with a few thoughts and helpful ground rules.

David Gwyn

'Notes for contributors' are published on the inside back cover of the *Review*, and more detailed Notes can be obtained from me, the new editor, Dr David Gwyn, Gwynedd Archaeological Trust, Craig Beuno, Ffordd y Garth, Bangor, Gwynedd LL57 2RT (☎ 01248 352535) e-mail: dgwyn@heneb.co.uk. It is well worth making sure you know the basics – how to set out your article, including endnotes, captions and all other paraphernalia – before you start. Have a look at articles that have already been published or contact me for an explanation.

But of course, following the 'Notes for Contributors' is only a starting-point. It's impossible to set out exactly what makes a good article, but there are certainly some things to be avoided and some things which need to be done.

First of all, is your article actually about industrial archaeology? Archaeology has many definitions, but we can agree that central to it is the idea of the study of the past through its material surviving remains. An account of, for instance, historic engineering development researched through documentary sources alone does not come under this definition, and however excellent it might be as a contribution to knowledge, it would be impossible to accept it for publication in *IA Review*. If this proves to be so, there are a number of other excellent journals that might be prepared to accept it.

Second, but equally important. Ask yourself, how, and in what way, is your article going to contribute to a better understanding of industrial archaeology? Let us say that you are writing an article on the history of one site, whatever it might be. Concentrating on one site is fine, and it is an essential part of what we do that we build up site-based knowledge for comparative purposes. But, as the 'Notes for Contributors' make clear: *'Articles presenting the results of detailed local research must also indicate the general significance of the subject matter and where possible point to related questions or approaches likely to prove productive for other researchers.'*

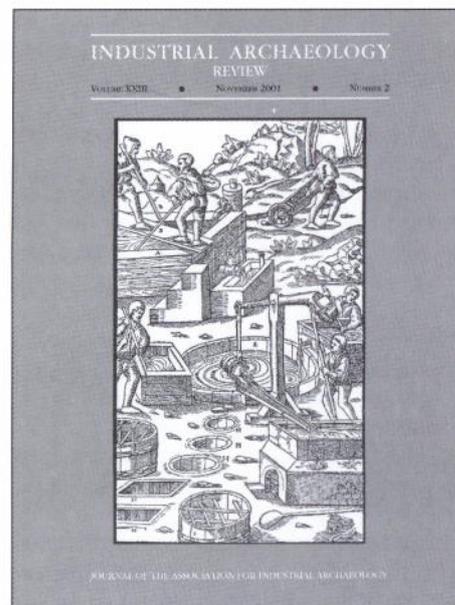
In other words, a site-specific article must also lead to, and include, some discussion of broader issues. This might be a straightforward comparison with comparable sites elsewhere, and should at least tell the reader something about both similarities and differences between them, and why they are significant. It might be a discussion of the implications of this one particular site for the industrial or economic development of a region. But in any event, if you

are writing about a single site, it needs to be placed within, and your article on it must contribute to, a broader context. Broader comparative or thematic studies should also make clear their significance. For this reason, it is well worth thinking carefully about how you write the abstract (the section in italics at the beginning of the article), because this is where the direction and purpose of your article is summarised, and your concluding section, whether or not you actually head it 'Conclusion', because this is where the broader context emerges.

When you are writing the main descriptive part of your text, strike a balance in terms of how you present information. On the one hand, no-one likes being talked down to. On the other hand, industrial archaeology is an extremely wide area, and it is likely that even fairly well-informed members of the IA community will need some explanation of the fundamentals of your subject matter. Furthermore, bear in mind that *Industrial Archaeology Review* is an international journal of record, one of the two world-standard English-language journals of industrial archaeology. It is likely that your article, if it is accepted for publication, will be consulted by scholars over a wide range of disciplines, both in the immediate and long term future. The people who will consult what you have written will not necessarily be industrial archaeologists. Economic historians, museum professionals and professional archaeologists whose background and expertise lie in the pre-industrial periods, all frequently need to refer to the *Review*. Bear in mind also that the *Review* will be consulted by people from a wide variety not only of professional disciplines but also of cultural backgrounds. So some unobtrusive and tactful information about your subject matter will not come amiss.

Submit your draft only when you feel it is complete. By all means seek advice as you write if specific problems arise, but it isn't, after all, the editor's job to finish off your article for you, nor can he go round looking for photographs to illustrate it, nor prepare maps or diagrams. Submit two hard copies, as stipulated in 'Notes for Contributors'. Number the pages, but please don't staple them together. Photocopies of figures are acceptable at this stage, but bear in mind the format of the *Review* when preparing maps and plans. Diagrams that look excellent on a sheet of A3 probably won't come out well in a smaller format.

Once you have submitted your article, you should receive an acknowledgement more or less by return, and your article will be sent off to a referee, someone who will have some background in the subject area, and experience of writing and publishing. How soon it can be read depends obviously on how busy people are, but every effort is made to ensure that potential contributors know where they're up to. Normal practice is to send a copy of the referee's comments back to the author.



At this stage, and on the basis of the referee's comments, the editor will let you know if the article has been declined for publication, provisionally accepted subject to revisions, or accepted entirely as it stands (a comparatively rare state of affairs).

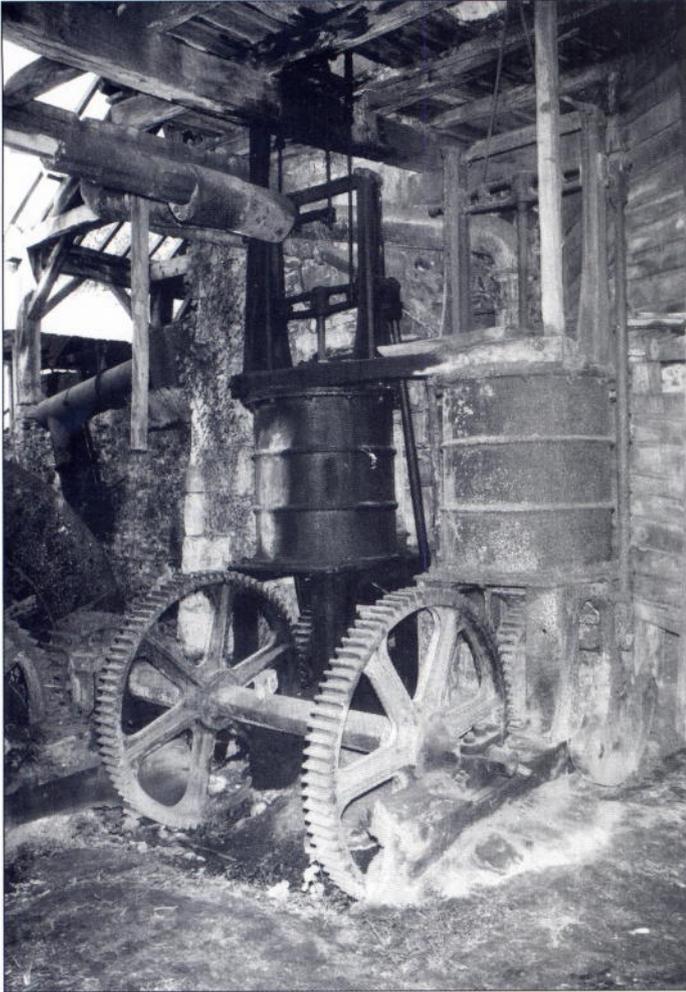
If the referee suggests that your article is not suitable for *IA Review* and should be declined for publication, but thinks it might be suitable for publication elsewhere, then at least you know where you are and what your next step might be. If your article is accepted without any revisions, congratulations. If it is accepted subject to revisions, then you are on your way to being published.

Revisions might be slight, or they might be all-embracing. They might involve matters of detail and fact, or they might involve style and presentation. In any case, bear in mind that this is constructive and helpful criticism, in the best sense, from people with considerable experience of scholarship and of publication, and that maintenance of standards in the *Review* is essential if industrial archaeology is to develop its intellectual and public profile.

Once you have made the revisions, and the editor is satisfied with the article, good, clean hard copies of the figures should be sent with the revised text to the editor – please, not JPEGs or other computer-generated images. Bear in mind that clearance of copyright for figures, and payment of fees if necessary, rests with the author of the article, not the *Review*.

Don't be discouraged from writing for *Industrial Archaeology Review* if you feel you do have within you an article you want ultimately to see published. The *Review*, the Association, and industrial archaeology as a discipline, depend on the skill, knowledge and enthusiasm of us all.

**Letters and notices for
publication in AIA News are
welcomed**



A FORGE IN DORDOGNE

The Forge de Savignac-Lédrier (Dordogne) is to be opened to the public in 2004-5, as reported in a short note on the archaeological investigations and restoration on page 157 of the Abstracts in *IA Review*, XXII, No.2, November 2000. When I photographed it in 1989 it appeared to have been untouched since activity ceased here in 1930. A nineteenth-century ironworks, possibly little changed since its last reconstruction in 1870, the photographs show the blast furnace and waterwheel-driven blowing cylinders. Other plant included a puddling furnace (in the little open building behind the chimney) and a cementation furnace.

Text and photos: Colin Bowden



The Secretary reports

Happily, my pleas last year did not fall upon deaf ears. Volunteers have come forward and we now have some new officers. Contact details are shown elsewhere.

Co-ordinator for the Recording Awards. Dr Victoria Beauchamp has taken over the reigns again on her return from Holland, despite being the mother of a small child and a baby. Some people are gluttons for punishment, but we are very grateful!

Co-ordinator for the Conservation Awards. John Eldridge, who has an engineering background, has volunteered to revive the awards, and we already have promises of some funding. At the moment, the broad outlines of a scheme are being worked on, but the criteria used in judging are likely to be similar to those for the Dorothea Award in the past.

Publicity Officer. We have been lucky to be offered help by Jonathan Briggs, whose full time post with British Waterways includes publicity. We hope for rather more national exposure!

Endangered Sites Adviser. Without consultee status, which we have sought for years but never achieved, it has clearly become impractical to try to monitor Listed Building Consent applications ourselves. Instead, we are looking to work much more closely with the Council for British Archaeology. Hopefully by the next issue of *IA News* there will be a system set up to enable local societies and individuals to follow up cases of concern to them. However, Dr Mike Nevell of the Greater Manchester Archaeology Unit has offered to become Endangered Sites Adviser. He is obviously very experienced in this area, and will be willing to offer help and advice on matters such as seeking listed status, opposing LBC applications, etc. Again, more details in the next issue.

Treasurer. As from the end of 2001, Richard Hartree has taken over from Michael Messenger as Treasurer of the Association. The heartfelt thanks of the Association go to Mike for his 20 years' service, and the very sound state of our finances at present.

Editor of IA Review. This is to remind you that Dr David Gwyn is taking over from Marilyn Palmer and Peter Neaverson (though Peter will still be dealing with reviews and

abstracts for the time being). Again, the Association owes a great debt to Peter and Marilyn for their work of over 20 years, and the way they have ensured that *Industrial Archaeology Review* has become the leading internationally recognised learned journal covering IA.

So, all the posts mentioned last year have been filled, and we are very grateful to everyone for volunteering. However, there is one other post for which a volunteer is needed, and that is **Secretary**. I have been on Council for 22 years, and an officer (sometimes more than one post) for 20. I think it is time for a rest, and some more new blood. If you are willing to help, please contact me, David Alderton, 48 Quay Street, Halesworth, Suffolk, IP19 8EY. 01986 872343

Welcome to the Treasurer

Richard Hartree is the AIA's new Treasurer. Following a science degree at Cambridge he spent 36 years in the aluminium industry in the UK and overseas. He returned 11 years ago and has been involved in a number of voluntary activities including a small-business advisor. His interest in industrial history stems from observations that a number of processes in use when he began in industry are now already out of use. Richard will not be dealing with subscriptions and membership, so all queries regarding membership should go to Isabel Wilson, the AIA Liaison Officer at Leicester.

The Ironbridge Working Weekend

This year's annual working weekend to be held on 6-7 April at the Ironbridge Institute, Coalbrookdale, is on the theme of 'The Modification of Port Structures'. Since IA is by definition concerned with old industrial activities, it is hardly surprising that the discipline is perpetually engaged in a programme of monitoring change, especially since the advent of deindustrialisation in the 1970s. It might be thought that this took place pretty rapidly, but the speed of change in commercial ports in the late 1960s and 1970s was arguably much swifter than that which took place in towns generally. On the one hand containerisation caused

swathes of nineteenth century docks in London and Liverpool to become redundant, and on the other hand the demise of passenger liners caused by the rise of air travel hit ports like London, Southampton and Liverpool very hard indeed. There followed a period when many dock areas lay idle, their warehouses and transit sheds crumbling and their cranes rusting, but in the 1980s new uses came to the fore, as residential apartments, shopping areas, museums and tourist functions moved in.

No one would deny the value of the new land uses for local economies, but in the process old dock structures have been modified, some substantially so, others have been built over, and others simply demolished, or docks filled in. Speakers at the Weekend will demonstrate the varying experience of different ports to these processes; since each is unique, with different locations in the UK, variations are to be expected. The fortunes of London docks are coloured by locations close to the City, Liverpool is perceived to be an economic backwater, thus influencing the speed of change, while the naval dockyards dance to the tune of military strategies. Should industrial archaeologists now be recording the modifications just as three or four decades ago the then existing structures were noted?

Speakers will discuss changes at Bristol, London and Liverpool, the northern ports, naval dockyards and inland waterway ports, while members will be given the opportunity to make their own smaller contributions. As usual there will be the Saturday-night dinner at the New Inn, Blists Hill.

The Ironbridge Weekends are not only stimulating but also a good opportunity to meet and discuss IA with other members of the AIA or affiliated local societies. If you have not attended one before, give it a go. An application form is included with this mailing.

Ray Riley
Affiliated Societies Officer

AIA Fieldwork and Recording Awards

One of the aims of the Association when it was set up was to encourage improved standards of recording and publication. As a means of achieving this it

established what is now a widely respected annual awards scheme. This has been successfully running for over a decade and consists of three awards: the main award for the best piece of fieldwork submitted that year, a student award and the outstanding practise award; the latter only being given in those instances where the work makes a major contribution to the methodical and/or theoretical advancement of the subject.

The work does not have to conform to any given format or length and any project involving industrial archaeology and having a significant element of fieldwork is eligible for entry. It can be either published or unpublished, and the winners are encouraged to publish in *Industrial Archaeology Review*. All entrants, winners or others, might also care to consider a smaller article in *Industrial Archaeology News*.

Past winners have come from a wide range of backgrounds, including local societies, amateurs and professional organisations. They include Brian Murless and John Bentley for their investigation of the Somerset turnpike system, Scarborough Archaeological and Historical Society's outstanding survey of the Yorkshire Alum Industry and the survey of the Tankerton Copperas Industry by the Canterbury Archaeological Trust. Last year's winners were A. Dutton and Gwynedd Archaeological Trust for work at Dinorwic Quarry and M. Bailey and J. Glithero for their work on the Engineering and History of Rocket.

One aim of the award scheme is to encourage the deposition of fieldwork in the national Archives where it is available for public consultation. With the entrants' permission, entries are deposited in the respective National Monuments Records. A total of 100 marks are awarded by the panel of judges for Research Strategy (10), Documentary Research (15), Fieldwork (20), Analysis and Interpretation (30), Presentation (15), and Advancement of the Subject (10).

All entries must be received by 1 May in order that judging may be completed as soon as possible. Winners will be notified at the end of July and prizes will be presented at the AGM of the annual conference.

EDUCATION AND COURSES

Fieldwork at City University, London From Tuesday 23 April 2002

A programme of evening lectures and fieldwork around Greater London begins with an introductory meeting at 6.30pm on Tuesday 23 April 2002, at City University. Led by Dr Robert Carr. There is not a meeting every week and the course extends into August. For the fieldwork evenings we usually meet at King's Cross railway station. For details and booking, contact Courses for Adults, Department of Continuing Education, City University, Northampton Square, London EC1V 0HB, ☎ 020 7477 8268, e-mail: conted@city.ac.uk.

Industries in a Rural Landscape: Dorset and Somerset

Sunday 23 June to Wednesday 26 June 2002

A residential course exploring industrial archaeology in west Dorset and south Somerset, based at Dillington House, Ilminster, with tutor Dr Peter Stanier. Quarrying, limeburning, textiles, ropes, nets, breweries, corn mills and turnpike roads will all be covered, with lectures and two field visits. All-comers welcome. For details please contact Dillington House, Ilminster, Somerset TA19 9DT, ☎ 01460 52427, Fax: 01460 52427.

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LETTERS

The Editor welcomes correspondence on all matters of interest to our readers

Cambridge Conference guide

I would like to congratulate Nigel Balchin and Peter Filby on their Guide to Cambridgeshire and Peterborough which has a wide range of interesting items. However, I wonder if the statement that Garrett Hostel Bridge, Cambridge (1960), site C 18, was the first post-tensioned pre-cast concrete span can be correct? It is generally accepted that the first post-tensioned deck was Nunns Bridge, Fishtoft, 1947-8. Between 1957 and 1959, very large pre-cast post-tensioned beams (something like 4ft by 3ft) were used on the Ballymacarret Viaduct in Belfast. This was demolished in 1999 following fears that water had got at the tendons. Northern Ireland's civil engineers were generally considered to be conservative at this time, and I find it difficult to believe that they would have tackled beams of this size unless the system had been tried out on a smaller scale before. Perhaps someone in the

AIA would know?

Regarding Soham water tower, site E 30, the owners have a drawing showing that the intention had been to build a second, higher, tower on the other gable of the pump-house at Saxon Street, site E 24 (tower 1913, pump-house 1928). They were told that, in the event, it had been decided to construct a separate tower instead between Soham and Fordham and this was done probably in c1932.

*Dr Michael Gould
19 Glencregagh Drive, Belfast, BT6 0NJ*

A museum in Grimsby

As a participant in the 61st EMIAC held at Grimsby, it was with interest that I read the report of its proceedings (*IA News 119*, pages 11-12). Sadly, the National Fishing Heritage Centre, which was visited during the conference, closed its doors to the public on 31 October 2001. Officially

this is just for a first-ever non-winter season, but rumours abound that it will never again welcome fee-paying customers.

However the Welholme Galleries, housed in a former Edwardian Congregational Chapel on the corner of Welholme Road and Heneage Avenue, is planning a series of exhibitions for 2002. One will focus on the history of Cleethorpes, whilst another celebrates the 150th anniversary of the Royal Dock, mentioned in the article.

Those wishing to know more about Grimsby's only museum currently open are invited to contact myself (Secretary of the Welholme Community Museum Group), ☎ 01472 350404, or Andrew Tulloch (Documentation Officer for North East Lincolnshire Council), ☎ 01472 323576.

*Tim Mickleburgh
33 Littlefield Lane, Grimsby
Lincolnshire DN31 2AZ*

Railway tarpaulins and sheet stores

At this year's AIA Conference in Cambridge I presented a member's contribution on the Midland Railway Sheet Stores, and this unusual topic generated a great deal of interest.

The Midland Railway Sheet Stores at Long Eaton in Derbyshire employed 200 people making and waterproofing tarpaulins (usually referred to by railwaymen as 'sheets') for railway wagons, and repairing corn sacks. The stores were located beside the triangle of railway lines known as Trent Junction where the routes from Derby, Nottingham and Leicester meet, and had their own canal basin on the Erewash Canal. The site was originally established in 1840 for the transfer of coke from canal to railway, and a series of buildings were erected in distinctive Midland Railway architectural styles as the site expanded up to 1899. The site was sold by British Rail in the late 1960s, and is now the Sheet Stores Industrial Estate. The canal basin is used as moorings and a boatyard. Despite the lack of any statutory protection, most of the buildings have survived without serious external changes, and at present they seem to have a reasonably secure future. The site is private property but glimpses of the buildings can be seen from the towpath of the Erewash Canal, and from passing trains (grid reference SK 487321).

Railway history usually concentrates on rolling stock and civil engineering, with little attention to the myriad other activities undertaken by the railways in their heyday. There were probably about a million tarpaulins in use by the railways at the end of the nineteenth century, and it was a formidable logistics problem to ensure that these were returned to their owning railway after use, and regularly inspected and repaired. There is an excellent introduction to the topic entitled 'Sheets Ropes and Sacks' by Bob Essery, in the specialist railway magazine *Midland Record* No.3, 1995 (Wild Swan Publications).

In the discussion at the Conference there was considerable interest in the constituents on the 'tarpaulin dress' used for waterproofing. This is usually thought to be coal-tar, but contemporary accounts quoted in Bob Essery's article state that the formula used by the Midland Railway did not contain tar, but was a mixture of oil and vegetable black. If this is true, then what type of oil would have been used?

Another topic raised in the discussion was how many other railways had a complex of buildings equivalent to the Midland Railway Sheet Stores, and whether any of these have survived. The architecture and archaeology of railway ancillary buildings has not been systematically studied (when will MPP reach the railway

industry?), so there is no simple means of finding an answer to the question. The recent AIA gazetteer of Cambridgeshire lists a railway tarpaulin factory at Peterborough, but are there others?

I am delving further into the history of the Midland Railway Sheet Stores, and would like to hear from AIA members with ideas on these topics, and any views on whether the site should be protected by listing or scheduling. I can be contacted at 68 Myrtle Avenue, Long Eaton NG10 3LY or e-mail: ihmitchell@ukonline.co.uk.

Ian Mitchell

A day out in Carlisle

About 50 members turned up on a wet Sunday in October for the Cumbria Industrial History Society's conference at Tullie House Museum in Carlisle. Unfortunately our first speaker was ill, but Denis Perriam valiantly offered to do two talks in the day. His first talk was on the Carlisle Canal and he began by showing that the idea for a canal between the Solway and Newcastle as proposed in the 1990s was not a new idea. It was first proposed in the eighteenth century and various schemes involving the canalisation of the Tyne and Eden and other routes have followed over the years. Ships could be brought up the Solway and beached at places such as Sandsfield and unloaded. But it was felt that that it would improve Carlisle trade if ships could be brought closer to the city. Eventually a canal was built from Port Carlisle to the basin at Carlisle. Alas, today very little remains of the canal at Carlisle and Denis used a variety of old paintings and photographs to show its position and its effect upon the development of the city.

The second speaker was Peter Robinson who outlined the development of the complex railway system in the city. At one time seven railway companies entered the city, each with their own goods yards and engine sheds. Over time these were eventually amalgamated and the lines in the city were altered until the present railway system appeared.

At the end of the morning Susan Dalloe from Tullie House Museum spoke on the history of the museum which opened in 1893 although some of the collections had started 40-50 years earlier. Originally the collections had been archaeology,

natural science and fine arts, but they had then started to collect items of social history. Storage is a major problem and there is a policy of not acquiring items that are too large to store or that require a lot of conservation either now or in the future. The collection is meant to illustrate the evolution of Carlisle and North Cumbria.

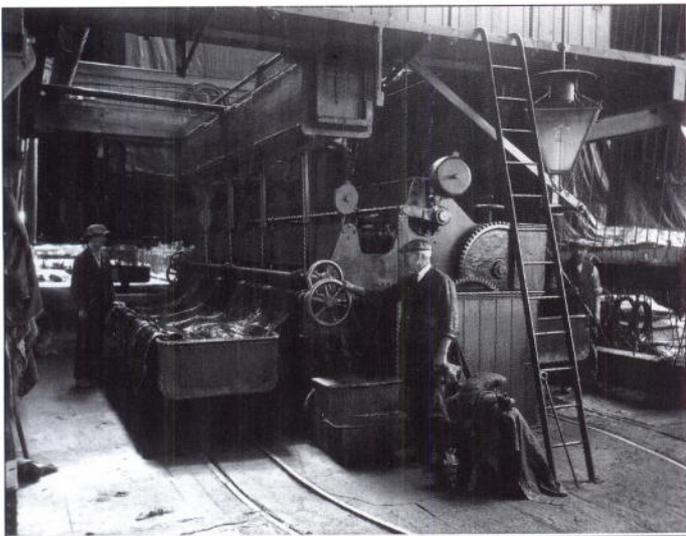
Susan then showed how the different collections illustrate Carlisle's industrial history. The fine art collection has paintings depicting industrial scenes and the sites of various industries through the ages. There is also a large photographic collection, parts of which are industrial based. The textile collection contains a number of banners of guilds that occurred in the city and the sister museum, the Guildhall, contains displays on the guilds.

One gallery of the present museum is devoted to industry, with examples of farming, the State Brewery Scheme, fabric printing, clog making, etc. They also have special displays and at the time of the visit, there was a display on Carrs biscuits which also illustrated a number of the tins made by Hudson Scott.

The museum also works closely with the archives and the library and between them they have an oral history project ongoing. A part involves recording the memories of people who worked in Carlisle industries and Susan illustrated this with a short passage from a lady who had worked in Carrs Biscuit factory. They are also working on producing a list of archive deposits throughout the country with regards to various Carlisle industries.

After lunch Peter Messenger spoke on the water mills of the Eden Valley. A paper survey had found 109 sites in the Eden catchment area. A look through the SMR had reduced this to 63 standing buildings, and this was further reduced to 19 that had not been converted to houses. Peter then took us on a quick tour of some of these sites to show us what remains. They varied from the totally derelict shell at Low Mill at Parkhead Renwick to the recently restored example at Acorn Bank and the still working example of Little Salkeld.

The reason for this survey was to decide the relative local importance of the Warwick Bridge corn mill which is hopefully going to



The LMS Railway's official photographer took a series of photographs of work at the Midland Railway Sheet Stores around 1925, shortly after the Midland Railway was absorbed into the LMS. This photograph shows the dressing machines for applying the tarpaulin dress to waterproof the wagon sheets. There was an 18-inch gauge internal railway to move the materials around the site

Photo: National Railway Museum DY13672

be conserved. Peter pointed out that there was no means of finding out what the relative importance of different sites are, but hoped that this was possible an area in which societies such as the CIHS may have a role to play in recording sites and forming lists of important sites throughout the county or region.

Denis returned as the second speaker of the afternoon and gave a whirlwind tour of just some of the industries that had taken place in Carlisle over the years. In medieval times Carlisle was famous for the Carlisle Axe and New Bank Lane was previously called Bladesmiths Lane after the Bladesmith family who had lived there and produced edged weapons at Bridge End Mill.

Carlisle had also been famous for the production of fishing hooks. Timber had been imported and produced locally and there was even the St Nicholas Firewood Company which chopped old railway sleepers up and sold them as firewood. Denis used a variety of sources such as maps, old billheads and company records to illustrate a wide range of industries such as brewing, hat manufacturing, tanning and bicycle manufacturing.

After a coffee break, and luckily it had stopped raining, Denis then set off on his third mission of the day to lead us round the remaining industrial sites close to the West Walls of the city. These included railway goods yards and engine sheds (now a car park), and cotton mills now parts of a hotel, the site of the city jail, Porters foundry and a quick tour of the Citadel railway station before returning us to the museum to finish a splendid day.

Graham Brooks

RAE Farnborough

SAVE Britain's Heritage, English Heritage and Farnborough Air Sciences Trust (FAST) are concerned at the lack of inspiration shown by Slough Estates, the owners and redevelopers of the site of the Royal Aircraft Establishment. There are very few comparable sites in the world which reflect the history of aviation in the twentieth century. From the establishment of the Balloon School through to the site's decommissioning in the mid 1990s the research carried out remained at the forefront of world-wide aviation technology. The various wind tunnels are testimony to the incredible achievements and are in

themselves remarkable monuments.

Farnborough's significance needs to be recognised and the core group of historic buildings must be protected. An informative illustrated publication, *Enough has been Bulldozed! Save Farnborough The Cradle of British Aviation*, (see Publications on Page 15), describes the historic buildings and structures, both listed and unlisted. For details contact SAVE Britain's Heritage, 70 Cowcross Street, London EC1M 6EJ, ☎ 020 7253 3500, e-mail: save@btinternet.com.

The end of Swan Lane Mills, Bolton

The business news of 8 October 2001 was dominated by Railtrack plc going into administrative receivership but two days later they were followed into administration by Shiloh Spinners Ltd. This meant not only the end of cotton spinning at Swan Lane Mills but the end of cotton spinning in Bolton, Lancashire. 'King Cotton has been ill for years but this week he finally died' proclaimed the *Bolton Evening News*. To be precise he does still have a feeble existence in Bolton's great rival town of Oldham and also at Huddersfield, in Yorkshire. The cotton industry lasted in Bolton for around 250 years and during its heyday in the first quarter of the twentieth century there were around 120 spinning mills with 12 million spindles. These employed some 34 thousand people, at the end Swan Lane employed just 160.

Swan Lane Mills were a complex of three mills originally housing some 330,000 spindles. They are all still standing and are listed grade 2*. No.3 Mill, the newest, ceased spinning in 1963 and was spilt into industrial units but in recent years has not been fully occupied. Shiloh Spinners occupied the No.1 and 2 Mills which

are actually joined together and have been operated as a single mill. The No.1 Mill was built in 1902-1903 for 89,000 spindles and was immediately followed by construction in 1904-1906 of the No.2 Mill for 107,000 spindles. No.3 Mill was a late extravagance by the company, being built ten years later in 1914 to house 135,000 spindles. The mills were designed by Stott & Sons, the Oldham mill architects. The architecture of the No.1 and 2 mills is restrained but the No.3 Mill is a much grander and impressive building with its use of red bricks and swan-motif decoration.

These mills were typical 'Bolton counts' mills, equipped with mules for spinning fine carded and combed yarns from Egyptian and Sea Islands cotton. Dobson & Barlow of Bolton supplied the spinning machinery for the first two mills, but that for No.3 Mill came from Richard Threlfall of Bolton. The three steam engines, one for each mill, came from George Saxon of Manchester. During the 1960s, after closure of the No.3 Mill, ring spinning replaced mule spinning and electrical drives replaced the steam engines. The No.1 & 2 Mills were purchased by Courtaulds in the mid-1970s and during the 1980s they invested some £5 million in them, moving into production of cotton blended yarns while an open-ended spinning facility was installed and a polyester plant was transferred from another mill. In 1996 production at Swan Lane was again stepped up with transfer of machinery from two mills which were closing down.

By 1996 Courtaulds had only two mills in Lancashire, Swan Lane and Chadderton Mill, Oldham, and with effect from 1 January 1997 these were purchased by Shiloh Spinners, a part of Shiloh plc. In purchasing the mills, Shiloh they said they looked forward to the future with confidence but ominous

signs soon appeared. In late 1998 they closed down Elk Mill at Royton and moved some of the machinery to Chadderton Mill. In January 2000, Shiloh Spinners was spun off, as you might say, to a management buy-out and ceased to be part of Shiloh plc. Edmund Gartside, chairman of Shiloh plc, said that the cyclical nature of the spinning trade did not fit the environment of a publicly quoted company but was confident that the business was viable and would thrive under its own management. However, six months later they decided to close down Chadderton Mill, leaving just Swan Lane operational. Early in 2001 came reports of a reduction in operations at Swan Lane and the final end in October was, perhaps, not a total surprise. Those members who visited Swan Lane Mills during the Manchester conference of the Association for Industrial Archaeology in September 2000 were therefore fortunate to see operations when they did.

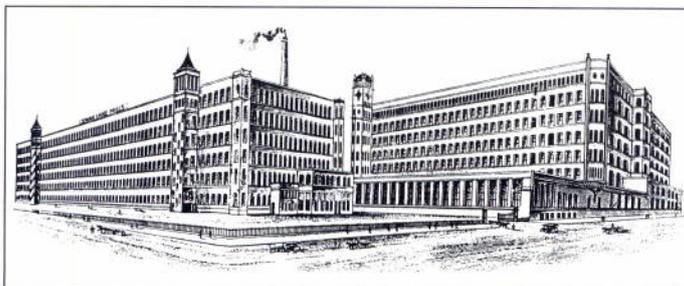
Roger N. Holden

Waterpoint moved

The St Pancras Waterpoint, a 350-ton Grade II listed structure dating from 1872, has been moved from its original site to make way for the new Channel Tunnel rail link developments now under way. The elaborate brick and stone waterpoint was cut into three sections and the upper two were lifted whole and transported to a new site overlooking St Pancras yacht basin where it will serve as a viewing platform. The project was masterminded by Heritage of London Trust Operations for London & Continental Railways, with the approval of English Heritage. Meanwhile, the Grade I listed Midland Grand Hotel at St Pancras station is in line for refurbishment by the time the first Eurostar train arrives in 2007.

Clifftop celebration for Marconi

Guglielmo Marconi's grandson (of the same name) was present on 12 December at Poldhu on Cornwall's Lizard peninsula to celebrate the centenary of the first wireless transmission across the Atlantic Ocean. A new visitor centre was opened near the cliff-top monument, to be used and manned by a local radio club on behalf of the National Trust.



Swan Lane Mills, Bolton. No. 1 & 2 Mills to the left, No. 3 Mill to the right. This image was used on the company's letterhead until the 1960s and more recently appeared on the Shiloh Spinners website.

Arthur Clayton - 100 Not Out

Arthur Clayton, the historian of Elsecar and Hoyland (in Barnsley MBC), celebrated his 100th birthday last June, and we offer him our congratulations and best wishes. He came from a mining family, started work at 13, and worked down the pit until his retirement. Then he taught classes in local history for over 15 years, and published articles in journals and newspapers.

Arthur is best known for his paper on the history of the Elsecar Newcomen engine, the only one to survive in its original engine house. The paper was presented to the Newcomen Society in 1963 when it celebrated the 300th anniversary of Newcomen's birth (Arthur had to take a day off work). It drew on manuscript sources to establish 1795 as the date of the engine despite the date of 1787 on the engine house, and gave a great deal of new information about the engine's construction and early years, drawing on the Fitzwilliam papers (Wentworth Woodhouse Muniments) at Sheffield City Archives. To mark the engine's bicentenary, the paper was reprinted in *Aspects of Barnsley 3*, edited by Brian Elliott (Wharnccliffe Publishing Limited, Barnsley, 1995). I am grateful to Brian for some of the information in this note.

Derek Bayliss

90th birthday for Tenbury engine

Ninety years almost to the day the steam engine which lifted the brine water at Tenbury Wells has been restored. On 12 August 2001, John Greenhill, Curator of Tenbury Museum, unveiled the engine at the Hereford Waterworks Museum and set it in motion.

A brine mineral water supply was discovered at Tenbury in 1839 and within a few years a thriving spa had been established in the town. Little is known of the early pumping machinery but in August 1911 a steam engine was installed operating a pump 58 feet down to raise water to a cistern in the spa tower. Having been taken out of service, the engine eventually found its way to the Waterworks Museum at Hereford. It took a year's painstaking work by the Museum's volunteer engineers to completely strip down and rebuild the engine.

The original brine pump was missing so another pump of suitable size was found and refurbished, which the steam engine now drives so that visitors can see it pumping water.

The engine is an Alcazar donkey engine made by Messrs E S Hindley of Dorset and is the only known example in working condition on public display. There are other Alcazar steam engines in museums but only as static exhibits.

In his reply to John Greenhill, museum engineer Colin Thompson said that all project work at the Waterworks Museum was a combined effort but that he had been proud to be associated with such an historic engine which had served a local town so faithfully.

The Chairman and Secretary of the Herefordshire Waterworks Museum is Dr Noel Meeke, who can be contacted for details at Llanraugh Cottage, Marstow, Ross-on-Wye, Herefordshire HR9 6EH

European Museum of the Year

The National Railway Museum at York was chosen as the European Museum of the Year for 2001.

Mills become World Heritage sites

Three landmark textile mill sites have joined Ironbridge and Blaenavon on Unesco's list of World Heritage sites. The factory system is said to have been born in the Derwent Valley, Derbyshire, which includes a group of mills between Matlock and Belper. Pride of place is Sir Richard Arkwright's Cromford mill of 1771, but the Derwent Valley Mills industrial landscape also



John Greenhill (right) sets the Tenbury engine in motion at the Hereford Waterworks Museum. In attendance is museum engineer Colin Thompson.

Photo: Dr Noel H. J. Meeke



*The Puffing Devil causes a stir as it passes through Falmouth's streets in September 2001
Photo: Roger Ford*

incorporates housing and transport. The eighteenth-century cotton mills and community at New Lanark in Scotland were described at the time by Robert Owen as 'the most important experiment for the happiness of the human race at any time in any part of the world.' The third site is Saltaire near Bradford in West Yorkshire, developed in the 1850s by Sir Titus Salt. It includes a huge textile mill, houses, church, chapels, school, institute and park but no pubs.

Living at the light

Trinity House is entering the tourist industry by making some redundant lighthouse keepers' cottages into holiday accommodation. Most lighthouses are now automatic and Trevose and Pendeen on the north Cornish coast will be the first this year to attract holidaymakers with a sense of history and adventure. Meanwhile, a visitors' centre with conference and educational facilities is being planned for the

Lizard lighthouse on the most southerly point in England.

Puffing Devil postscript

As a postscript to the article on pages 4 and 5, the replica road locomotive has seen action at various public events, including the Trevithick Society's Steam for the Future conference at Falmouth (*IA News 119*, page 12). The most historic outing, however, was on Christmas Eve 2001 when it made another trip up Camborne Hill accompanied by a small fleet of traction engines, on the true 200th anniversary to the very day, and all involved – drivers, crews and others who have helped with the project – retired to Tyacks Hotel in Camborne for a traditional goose luncheon.

Hayle Harbour scheme aground

The third major scheme in 12 years to rejuvenate Hayle in Cornwall have foundered again. The scheme is said to have been seriously flawed, despite local backing, and now to avoid a public enquiry fresh proposals will be put forward to meet objections from English Heritage, conservationists and fishermen. There has been concern about overdevelopment and the infilling of historic quay walls as well as parts of the Carnsew Pool, an artificial reservoir built for sluicing the harbour entrance.

For many years Hayle has been a backwater which most people agree is in desperate need of revitalisation. Back in the nineteenth century it was a major industrial centre, the port serving the tin and copper mines, while there were two large foundries

manufacturing beam engines and other mining equipment. Remaining parts of the world famous Harvey's Foundry have recently received funding for conservation.

Milestones meeting

The Milestone Society was formed a year ago, to identify, record, research, conserve and interpret for public benefit the milestones and other waymarkers of the British Isles. It now boasts around 300 members with a developing county co-ordination network and a Summer Meeting and AGM is to be held at the Black Country Museum on 11 May. See Diary page.

Waterways history unlocked

Hundreds of years of waterway history are to be unlocked and made accessible to millions through the internet thanks to a £400,000 Lottery grant to The Waterways Trust. The *Waterways Virtual Archive Catalogue*, costing nearly £650,000, will bring together under one virtual roof information about the records in the British Waterways Archives – currently dispersed at 15 locations from Inverness to Gloucester. The British Waterways Archives are a unique national asset dating from the late seventeenth century to the present day.

Work should be completed by August 2004. One of the most important aspects of the *Waterways Virtual Archive Catalogue* is its ability to take the archive and in turn the waterways themselves, beyond traditional users to people currently excluded, such as the disabled, those of low income and

ethnic minorities. The catalogue will also provide huge local benefits, with users able to access any information which exists for waterways in their immediate locality.

Paul Sillitoe, Head of Archives & Records, says: 'At the touch of a button a user could find out anything from the history of their local canal to information about a family member who used to work on a waterway. Schools will be able to use the *Waterways Virtual Archive Catalogue* in their studies'.

The Waterways Trust Archive has an interest in all of Britain's inland waterways. The archive collects, preserves and makes publicly available rich and diverse records in many forms, including plans, drawings, accounts, photographs and audio-visual recordings. The Trust is responsible for the management, conservation and preservation of the archives of British Waterways. The archive has around 55,000 individual items dating back 300 years.

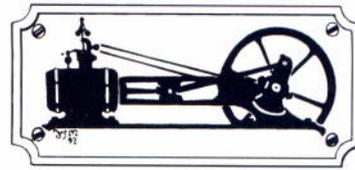
Lott & Walne Exhibition

Lott & Walne Ltd were important iron founders and engineers at Fordington High Street, Dorchester, Dorset, from the 19th century until final closure in 1988. Their products included agricultural machinery, water mill equipment, drain covers, lamp posts and horse-drawn water carts. The Dorset County Museum is keen to put on a Lott & Walne exhibition, to which end Tony and Brenda Innes have scheduled the relevant drawings and photographs in the museum collection. They are now in correspondence with people whose relatives worked there, and



Lott & Walne's foundry building in Fordington High Street, Dorchester

Photo: Peter Stanier



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Recent projects include: 20 T timber lock gates for British Waterways; restoration and rebuild of 1786 Boulton & Watt engine for National Museums of Scotland; interactive engine room diorama for Scottish Maritime Museum; restoration of electric loco E4 for Tyne & Wear Museums.

Preserving our Industrial Heritage for future generations

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would like to hear from anyone who may have photographs, archives or artefacts. If so, please contact Tony and Brenda Innes, 10 Gold Hill, Shaftesbury SP7 8HB (☎ 01747 854548).

Titford pumping engine house

This building stands beside the highest navigable level of the Birmingham Canal Navigations (511 feet OD), and parts date back to the Titford Branch Canal of 1837. The original engine house had a new Boulton & Watt single acting beam engine. The plant was enlarged in 1863-4 for a second hand engine made by J & G Davis of Tipton. Both engines were scrapped in 1928 and 1937 respectively and a succession of oil engine/diesel pumps have been used ever since.

After a serious fire in 1998 British Waterways is now refurbishing the pump house, which will include a pump as well as office and boaters' facilities. The building comprised boiler houses, two engine halls and what appears to be a blacksmiths shop. The complete

structure was arranged parallel to the top lock on a triangular piece of ground between the lock and the Tat Bank Branch. The hall nearest the branch is believed to be the oldest. A wide, tall, bricked up arch with a cast iron floor plate could have connected with the original boiler house which may have been on the site of the later engine hall.

There is also speculation on the nature of the original roof for the iron supports are apparently too widely spaced for slates but may have supported corrugated iron. I am not aware of corrugated iron being used as early as 1837, but the roof could have been altered in the 1863 period.

The pumping shaft nearest the Tat Bank Branch is retained but that nearest the lock has been capped. They fed on a single underground culvert that runs to the bottom lock. Several questions remain to be asked and further information about the pump house deserves to be uncovered.

Ray Shill, West Midland Group
Secretary, Railway & Canal
Historical Society

Yorkshire and Humberside

Work on industrial sites has become a well established and growing part of the region's archaeological activity over the last few years. The main reasons for this are a greater awareness of the value of this work, and the encouragement given by PPG 16, the Government's planning policy guidelines on archaeology and planning. This has made it easier for local authorities to ask for archaeological work on development sites - anything from a watching brief, through building recording, to a full dig. Since many of these sites are in towns and old industrial areas, industrial archaeology has been a major beneficiary.

In Sheffield, for example, the year began with a major excavation by ARCUS on the site of Jessops steelworks in the lower Don valley. They recorded massive timbers from the eighteenth-century water powered Brightside Forge, which had been used to fill its dam and were found there by the developers, and uncovered the foundations of nineteenth-century steel cementation furnaces. More recently there have been excavations on the site of the White Lead Works in Leadmill Road (1759 - c.1903), when the bus and tram depot there was redeveloped, and on the site of a large cutlery works, the Suffolk Works of Thomas Turner & Co., in Suffolk Road. A road scheme gave the opportunity for an excavation of the short-lived Denaby Pottery near Mexborough, established in 1864 by John Wardle, a potter from Burslem, Staffordshire, and the remains of four kilns were found.

The part of Bank Foundry, Sowerby Bridge, to the north of the new canal lock, was demolished at the beginning of the year to build a supermarket. This was part of the works of Pollitt and Wigzell, steam engine builders, which closed in 1930, and was then used by a small engineering firm. Recording work was done before and during demolition, when elements of the late nineteenth-century foundry were revealed. In the Yorkshire Dales National Park a survey of lime kilns recorded over 536 of them before it was put on hold by the foot and mouth epidemic. This also delayed the first stage, funded by the Heritage Lottery Fund, of an

umbrella programme, Dales Living Landscape, which includes an integrated capital and interpretative programme for extractive and manufacturing industries.

The £750,000 grant package announced by Sir Neil Cossons on 20 November for the buildings of the Sheffield metal trades, at the launch of the English Heritage publication *One Great Workshop*, should encourage projects for a good number of neglected buildings; there are many candidates. English Heritage is concerned about the continuing neglect of the unique Grade 2* listed Large Crucible Shop of 1871 at the former Sandersons steelworks at Darnall, and the Grade 2* 'little mester's' workshops' at Leah's Yard in the city centre, which look like being surrounded by a large retail development. The developers of Sterling Works, Arundel Street, as flats and offices, are not only retaining parts of the late nineteenth-century buildings but keeping space for the small silversmithing firm of C. W. Fletcher which has been there since the 1920s.

In Bradford the Grade 2 listed Wool Conditioning House, which checked imports for anthrax and other problems, is to be converted into a shopping centre and offices, and the very large Grade 2* Manningham South Mills of 1873 are being converted to residential use, though many subsidiary buildings seem likely to be demolished. The second oldest large mill in the Halifax area, Garden Street Mill, a cotton mill of 1833, is at last being converted to flats (with a recording condition), after a long history of neglect, vandalism and demolition proposals. The Grade 2 Leeds City Tramways depot at Guiseley, a 1914 building by architect Sydney Kitson and a landmark of the A65, latterly used as a DIY centre, is being converted to a leisure centre and flats. Permission was refused in November for demolition of the 1938 Grade 2 pithead baths at the former Kiveton Park Colliery, Rotherham, and a local trust wants to turn them into a community and arts centre with managed workspace.

The waterwheel at Fountains Abbey Mill has been restored by the National Trust, and the Mill, which is on a twelfth-century site and

worked until 1927, was formally opened on 16 June. The National Trust is also restoring the early nineteenth-century Gibson Mill at Hardcastle Craggs near Hebden Bridge. At Abbeydale Industrial Hamlet, Sheffield, Heritage Engineering have done extensive repairs to the waterwheels and machinery; the dam has been drained and work done on the wall, and a new interpretation gallery has been opened, with interactive displays for children and disabled access. There is growing concern about the state of the dam at the water powered cutlery grinding wheel at Shepherd Wheel, Sheffield. An area round the 1882 water powered Little Matlock Rolling Mill, on an older site in the Loxley valley, Sheffield, has been scheduled as an ancient monument. A new owner is rolling bar by electric power in the mill, but there is still work to be done on restoring the wheel and providing a viewing area. Another new scheduled ancient monument is a group of 14 shaft mounds from ironstone mining at Hood Hill, Wentworth, Rotherham.

Congratulations to the National Railway Museum, York, on its selection as 2001 European Museum of the Year. Bradford Industrial Museum now offers demonstrations of restored printing presses by two retired printers, and a collection of etched printing plates is being restored in a joint venture with the Halifax Evening Courier. The Museum has acquired engineering drawings from the Scott Motorcycle Company of Saltaire. Kelham Island Museum, Sheffield, has been given a £374,000 Lottery grant for a new Collection Management Centre and renewal of the galleries. The Magna Science Adventure Centre in the melting shop of the former Templeborough Steelworks, Rotherham, opened on 12 April and is comfortably exceeding its visitor targets. The displays are good and the experience of walking and climbing round between the pavilions inside the huge steelworks building has prompted comparisons with the fantasy engravings of the eighteenth-century artist Piranesi. The project won the Royal Institute of British Architects' Stirling Prize for 2001. At the other end of the scale, the Calvert family of blacksmiths at Gunnerside, Swaledale, has plans to make the smithy, which did work for

the lead mines as well as the village, into a working museum.

The Huddersfield Narrow Canal was officially reopened to navigation on 25 May after the completion of a £30m restoration. This included reopening the three-mile Standedge tunnel to navigation and building two cut-and-cover tunnels through industrial sites in Huddersfield. There is a new visitor centre in the canal warehouse at Marsden, at the east end of the tunnel. At Sowerby Bridge, where the Rochdale Canal joins the Calder & Hebble Navigation, funding has been given for the restoration of warehouses and improvement of the surroundings. The Rochdale Canal has been navigable here since the new Tuel Lane lock and tunnel were opened in 1996, and it is hoped that the remaining problems on the Lancashire side will be removed by mid 2002. £1m of Lottery funding has been given to repair Grade 2 listed locks and bridges on a 3½ mile stretch of the Chesterfield Canal between Turnerwood and Kiveton Park, Rotherham.

Leeds Civic Trust has put a blue plaque on Smithfield Ironworks, North Street, the home of T Green & Son, builders of traction engines, steam locomotives and lawnmowers (c1880 - 1937), which is now used by a firm of chartered surveyors. A local group at Silkstone, Barnsley, is promoting interest in the 1809 Silkstone Railway which hauled coal to the head of the Barnsley Canal at Barnby Basin and lime back. A replica waggon has been put on channel rails, based on an example in Cawthorne Victoria Jubilee Museum, at Silkstone Cross where the village street meets the A628.

Derek Bayliss and David Cant

Eastern England

The big event of the year was, of course, the Association's conference in Cambridge, a report on which appeared in the last IA News. However, there was also a very successful EERIAC meeting in June in Stowmarket.

Museums in the region so far are all surviving despite the effects of foot and mouth on tourism and attendances. The Long Shop Museum in Leiston celebrated its 20th anniversary and had on display a Garrett portable which has been sold to Lithuania, there converted to

self propulsion by chain drive, and recently recovered for the museum. The Cambridge Museum of Technology has acquired some parts of the demolished gasholders which used to stand almost next to it. At present a boiler leak prevents steaming of the engines, but it is hoped this will soon be cured. At Stowmarket the new Ransome's gallery is now complete.

So far as interesting industrial sites are concerned, this has been another year of steady attrition. The cement works at Claydon in Suffolk has now been cleared, and a number of sites are under threat. The mid-nineteenth century brick-arched causeway leading to the bridge over the Great Ouse at St Ives

is considered too expensive to repair, and its replacement in ferro-concrete is proposed. The remaining buildings of Golden's Foundry at Northrepps, which although unlisted were going to be converted to housing, are now threatened by the reluctance of the local council to allow a small amount of agricultural land to be taken over for the gardens of the proposed dwellings. The effect may be to encourage the developer who already has permission to demolish to do just that. The Aldeburgh brickworks in Suffolk and the sugar beet factory at Sproughton near Ipswich have also ceased working, but are as yet intact. Elsewhere the threats are less tangible. Fosters Mill by Cambridge

station ceased milling shortly after the AIA visit (we were almost certainly the last party to see it at work), but is listed. The horsehair processing works at Glemsford in Suffolk are likely to be converted to housing, though it is unlikely that there is all that much inside as processing ceased many years ago. Mills, as so often, have fared better. Bourn Mill, arguably England's oldest windmill, is closed because of rot in the stocks, but is trust owned. The sails are now turning at Wicken Windmill, and Peter Dolman's mill at can now grind corn. The Euston estate has made a fine job of restoring their watermill (the one which masquerades as a church), and although Haddenham Great

Mill is up for sale, one of the conditions of sale is that it must be regularly opened to the public. The adaptive reuse of maltings as fashionable housing continues to flourish with maltings in Halesworth and Woodbridge currently under conversion, and the fire-damaged Ditchingham Maltings sold for conversion. Although exterior features are preserved with greater or lesser success in such conversions, interiors are invariably gutted. A less common adaptive reuse is the proposal to build a guided bus route along the path of the Cambridge to St Ives line - I wonder if they have thought of using rails to guide it?

David Alderton

PUBLICATIONS

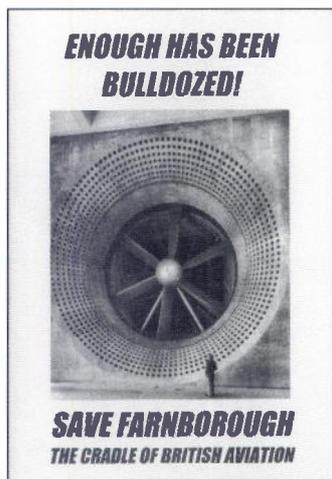
Short Notices

One Great Workshop, English Heritage, 2001. £4.95

Based on a 10-year research programme and photographic survey by English Heritage, providing a wide-ranging overview of the Sheffield metal trades buildings and the skills of the people who worked in them. Available at Sheffield Town Hall First Stop Reception, Pinstone Road, Sheffield S1 2HH (☎ 0114 273 2106).

Enough has been Bulldozed! Save Farnborough The Cradle of British Aviation, SAVE Britain's Heritage, 2001.

Describes with 49 illustrations the historic buildings and structures, both listed and unlisted, in particular the fascinating wind tunnels. For details contact, 70 Cowcross Street, London EC1M 6EJ, ☎ 020 7253 3500, e-mail: save@btinternet.com.



Roslin Gunpowder Mills on CD-ROM

A new CD-ROM presents two contrasting pictures of a part of Roslin Glen on the river North Esk, an area known for generations as one of the most attractive parts of Midlothian, Scotland. Visitors to the glen today who take a walk beside the river may not realise that the area was once the site of the Roslin Gunpowder Mills which closed in 1954 after being in operation for 150 years.

Members of Roslin Heritage Society received an award from the Millennium Forest for Scotland Trust to carry out research into the history of the mills and to record it on a CD-ROM. To mark the end of the Award, a photographic exhibition was held and the CD-ROM was projected on to a large screen. The information used was collected from a wide variety of sources, including some of the former factory workers and their families who contributed both documentary material and verbal recollections of their activities. The photographs date from the 1880s, with a wide variation in image quality. Some have been reproduced from good quality, original

negatives and photographs, whilst others were copied from magazines and badly damaged snapshots. The quantity of material is remarkable, given the restricted access to the site and the need for security and secrecy while it was in operation.

During the period between closure of the mills in 1954 and the development of the area as a Country Park in 1980, most of the buildings and bridges were demolished and some landscaping was undertaken, paving the way for the return of natural vegetation and wildlife. The last section of the CD shows the area as it was in the year 2000 concentrating on some of the plants and wildlife that are to be found in the Country Park. There is now little visual evidence of the extensive range of industrial buildings and equipment that once occupied the site.

The CD-ROM is available for £10 plus p&p from Rosslyn Chapel Visitor Centre, E-mail: rosslynch@aol.com (www.rosslynchapel.org.uk).

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23 MARCH 2002

SERIAC

at Cranbrook School, Kent, the South East of England Regional IA Conference, hosted by the Medway IA Group. For details when available, contact Bob Barnes, 3 Vespers Cottages, Cage Lane, South Marden, Ashford TN27 8QD, ☎ 01233 770355.

6-7 APRIL 2002

AIA IRONBRIDGE WEEKEND

at Ironbridge, the Affiliated Societies' Weekend, on 'The Modification of Port Structures'. Details are included with this issue of IA News. For more information contact Ray Riley, Affiliated Societies Officer, 8 Queen's Keep, Clarence Parade, Southsea, Hants PO5 3NX.

20 APRIL 2002

SWWRIAC

at Crosskeys College, Risca, the South Wales & West Region IA Conference, organised by Oxford House IA Society. SAE for details when available from Tony Jukes, 26 Dan y Graig, Machen, Caerphilly CF83 8RF.

20 APRIL 2002

TRANSPORT IN CUMBRIA

at Ambleside on the subject of transport in Cumbria, a conference organised by the Cumbria Industrial History Society. For details and booking form send SAE to CIHS Bookings, Broombank Cottage, Lindal-in-Furness, Ulverston, Cumbria LA12 0LW.

11 MAY 2002

MILESTONE SOCIETY SUMMER MEETING AND AGM

at the Black Country Museum, Dudley. Details from Terry Keegan, Hon Sec, The Oxleys, Tenbury Road, Clows Top, Kidderminster, Worcs DY14 9HE, ☎ 01299 832358.

16-19 MAY 2002

INTERNATIONAL MILLSTONE COLLOQUIUM OF LA-FERTE-SOUS-JOUARRE

at La Ferté-sous-Jouarre, on the quarrying, stone working, trade and use of millstones, long term history. Information from Mouette Barboff and Francois Sigaut, Maison des Sciences de l'Homme (Salle 115), 54 Boulevard Raspail, 56006 Paris, France.

8 JUNE 2002

EERIAC 12

at the Norfolk Rural Life Museum, Gressenhall, near East Dereham. The theme 'Industrial Archaeology from the Air' includes lectures and a tour of the museum. Details and booking form (SAE please) from Mrs Brenda Taylor, Crown House, Horsham St Faiths, Norwich, NR10 3JD.

23-26 JUNE 2002

INDUSTRIES IN A RURAL LANDSCAPE

at Dillington House, Ilminster, a residential course exploring industrial archaeology in west Dorset and south Somerset, with lectures and two field visits. For

details please contact Dillington House, Ilminster, Somerset TA19 9DT, ☎ 01460 52427, Fax: 01460 52427.

4-7 JULY 2002

MRIAS SUMMER STUDY WEEKEND

at Van Mildert College, University of Durham, a Manchester Region IA Society Summer Study Weekend. Details and booking from Jill Champness, 108 Woburn Drive, Hale, Altrincham, Cheshire WA15 8NF, ☎ 0161 980 7612, e-mail: bernard.jill.champness@tinyworld.co.uk

5-8 JULY 2002

NAMHO 2002 THE APPLICATION OF WATER POWER IN MINING

at the University of Wales, Aberystwyth, a weekend conference with supporting programme of mine and field trips, hosted by the Welsh Mines Society with the assistance of other members of the National Association of Mining History Organisations. To register interest, send SAE to John Hine, The Grotto, 2 Cullis Lane, Mine End, Coleford, Glos GL16 7QF. Papers are invited on the application of water power in all aspects of mining from across the world, outlines to be sent to Peter Cloughton, Rosebush, Clynderwen, Pembrokeshire SA66 7RE, e-mail: P.F.Cloughton@exeter.ac.uk

6-12 SEPTEMBER 2002

AIA ANNUAL CONFERENCE IN EDINBURGH

at Herriot Watt University, Edinburgh. Advance notice only. Further information is mailed with this issue.

AIA DIARY PAGE

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



INDUSTRIAL ARCHAEOLOGY NEWS
(formerly AIA Bulletin ISSN 0309-0051)
ISSN 1354-1455

Editor: Dr Peter Stanier

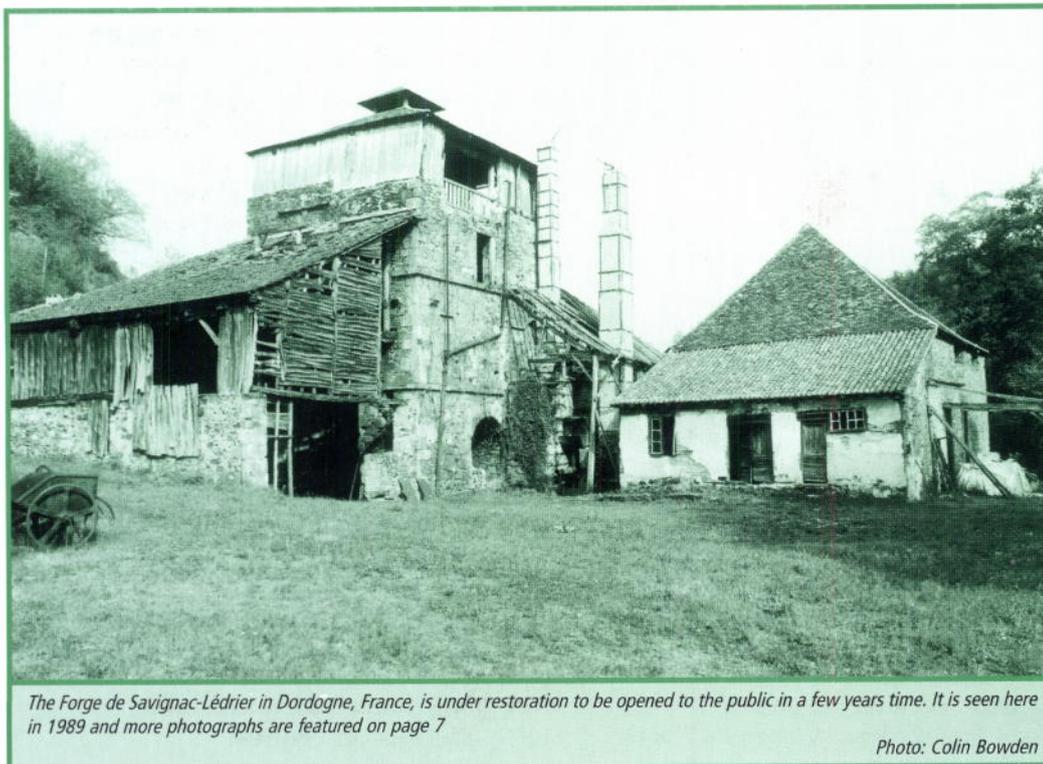
Published by the Association for Industrial Archaeology. Contributions should be sent to the Editor, Dr Peter Stanier, 49 Breach Lane, Shaftesbury, Dorset SP7 8LF. News and press releases may be sent to the Editor or the appropriate AIA Regional Correspondents. The Editor may be telephoned on 01747 854707.

Final copy dates are as follows:

- 30 March for May mailing
- 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.



The Forge de Savignac-Lédrier in Dordogne, France, is under restoration to be opened to the public in a few years time. It is seen here in 1989 and more photographs are featured on page 7

Photo: Colin Bowden