

# INDUSTRIAL ARCHAEOLOGY NEWS

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WINTER  
2002

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

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## INDUSTRIAL ARCHAEOLOGY NEWS 123 Winter 2002

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## Forth and Clyde: the 2002 AIA Conference

*The 2002 conference at Heriot-Watt University, Edinburgh, was one of the most successful that the Association has held, with 147 attending the Saturday's annual dinner, and a record 81 staying on for the following week's programme of lectures and visits.*

Roger Ford

Proceedings commenced with the now traditional Friday seminar, this one organised by Dr Miles Oglethorpe of the Royal Commission for Ancient and Historic Monuments of Scotland (soon to be renamed). The seminar reached an outstanding conclusion with a presentation on 'The iconic power of the malt whisky distillery', accompanied by a tasting of three 10-year-old malts, by courtesy of Glenmorangie, and was, surprise, surprise, received with considerable enthusiasm!

In the evening delegates were invited to a reception in the Department of Civil and Offshore Engineering, at which a portrait of the eminent Scottish railway engineer John Miller (1805-83) was unveiled by Professor John Archer, Principal and Vice-Chancellor of the university. In a break with tradition, this was followed by the Rolt Memorial Lecture, delivered by Professor John Hume, OBE, on 'Industry as Culture', which included a synopsis of Tom Rolt's life and career, with emphasis on his writings.

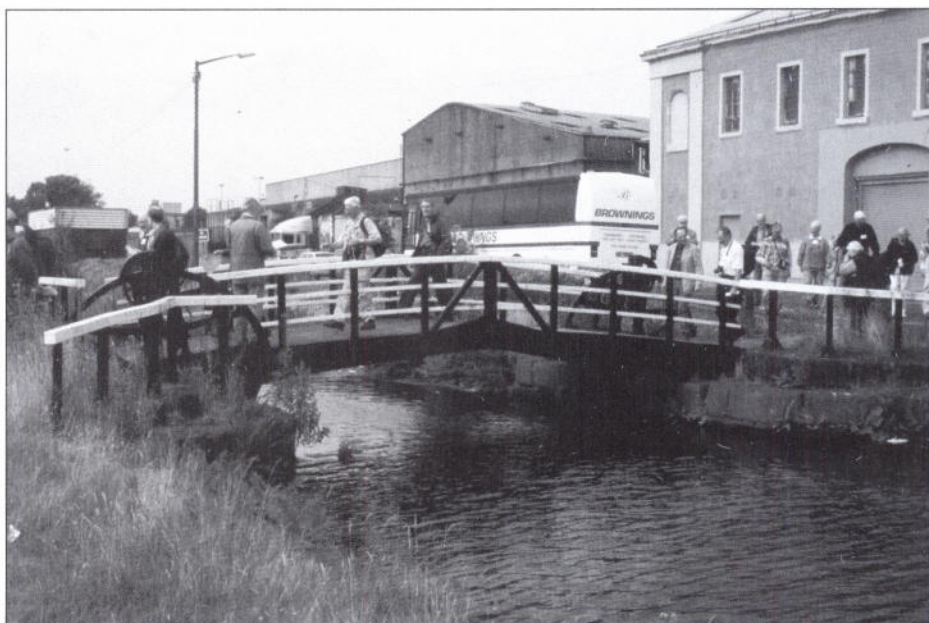
John Hume was in the chair again first thing on Saturday morning, delivering the introductory lecture on the industrial archaeology of Scotland's central belt. He emphasised that, prior to industrialisation, the agrarian life was so poverty-stricken that it wasn't possible to survive, let alone prosper in central Scotland, due to the very poor quality of the soils.

This was followed by members' contributions, the first of whom was David Perrett, talking on

Asturias in Spain, where cider at 30p a litre is produced in vast quantities, coal mining is still very active and it is a big bagpipe-playing area. Next up was David George on Carlisle's engineers, the best known being Cowan Sheldon, who supplied cranes to the world's dockyards, shipyards and railways. Third and last speaker was Dr Brenda Buchanan, discoursing on John McAdam the road surfacing man, who finally made good at the age of 60. After the break there was a panel on Scottish IA – each member giving a short presentation, followed by a general discussion. One of the points raised was that volunteer input was being deterred by the dead hand of imposed regulations.

In the afternoon we were offered a choice of three field trips. A tour of the Forth bridges and the planned village of Charlestown and its limekilns was the first of several of this year's conference trips under the expert guidance of Mark Watson of Historic Scotland. There was a trip on the newly opened Falkirk millennium wheel (which raises canal boats between the Forth & Clyde and Union canals, restoring a link severed about 40 years ago) followed by a walk through the Union Canal tunnel guided by Guthrie Hutton. The third choice was Emily Cook's tour of the fascinating oil shale landscape with its massive 'bings' of waste processed shale. These constituted the prelude to an excellent annual conference dinner – the food at Heriot-Watt was more than satisfactory throughout the week, with a wide choice of menus at every meal.

After an amusing introduction by Ray Riley, Sunday morning saw Roger Holden give the first of a further set of members' contributions, on the subject of self-acting mules. We then admired some of John Watts' slides of buildings around Salisbury that have sadly been demolished, while Paul Sowman showed some of the delights of



Delegates crossing a replacement twin-leaf lift bridge over the canal at Spier's Wharf North, Port Dundas, Glasgow

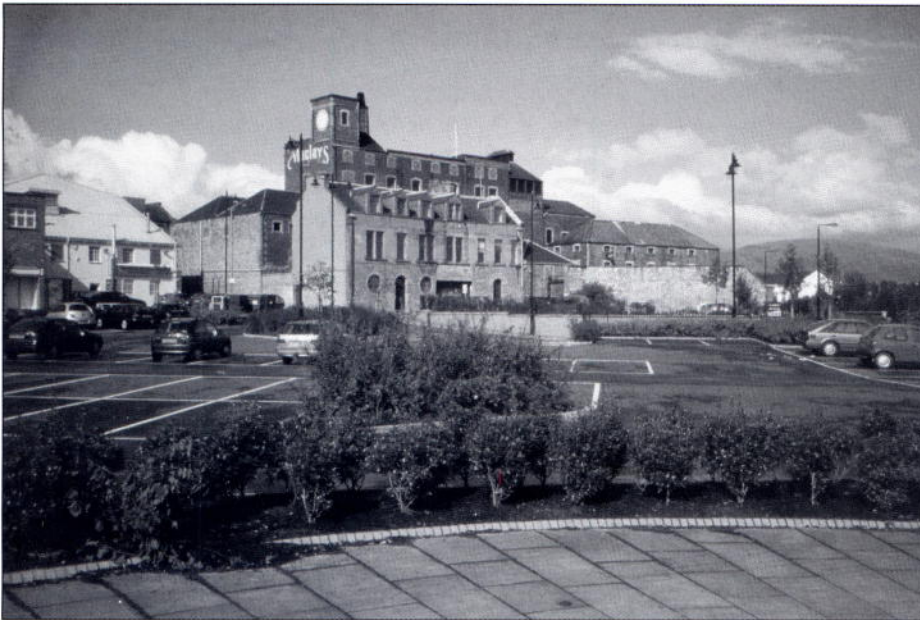
Photo: Rodney Hall

### COVER PICTURE

*The Grahamston Foundry monumental iron gateway, shown at the 1886 Edinburgh Exhibition and now restored and re-erected at the entrance to the works of Carron Phoenix at Falkirk*

Photo: Laurence Draper





*Maclay's Thistle Brewery at Alloa, closed but intact and awaiting redevelopment*

*Photo: Peter Stanier*

Subterranea Britannica's study weekends, ranging from Williamson's tunnels in Liverpool to underground war rooms at Dollis Hill. Finally, Professor Alan Crocker spoke about William McMurray, a wireworker from Glasgow who became, in turn, a papermaker, stationer and newspaper proprietor. These contributions were followed by the presentation of the AIA Awards (reported on page 7) by our President Angus Buchanan at the AGM of the Association. The official conference proceedings ended at lunchtime.

The most popular of Sunday afternoon's trips (even bribery was suspected in the swaps) was to Loch Katrine to enjoy a cruise on the steamship *Sir Walter Scott*, which now exceeds 100 years. Luckily the weather co-operated and a good time was had by all. Meanwhile, Mathew Hume and Tony Parkes took a tour to Shotts and Coatbridge (the 'iron burgh' on the Lanarkshire coalfield), including the now-derelict Cummins diesel

engine factory, the Monklands Canal and the Summerlee ironworks site, now a heritage park. The third alternative trip included a foray across the Forth to Alloa and Tillicoultry with Mark Watson. Sites visited included Maclay's Thistle Brewery which has been closed for some time and is due for redevelopment. All the plant remains in the building and our guide was Duncan Kellock, the former head brewer. It was 'Open Day' in Clackmannan and this was one of the buildings on display to the public, as was the original beam engine house of a colliery adjacent to the site of Devon Ironworks, which has survived with its massive beam. The building, complete with the beam, has been successfully converted to a country park rangers' office while retaining much of the open space of the interior. After passing textile mills in Hillfoots country, an 'extra' laid on by Mark, after he had persuaded the coach driver to negotiate a difficult bend, was a three-rib cast iron bridge of c1810. It is over the



*Discussing the shale oil industry amid remains of the crushing plant at Tarbrax*

*Photo: Rodney Hall*

River Devon at Cambus in the midst of a vast complex of whisky warehouses. It is open to pedestrians and was duly crossed and photographed from all angles.

We were treated to two excellent lectures in the evening. The first was another contribution from Miles Oglethorpe on recording the archives of the iron and steel and coal industries, particularly Gartcosh and Ravenscraig. RCAHMS has managed to record ten coal mines from the 300 or so that formerly existed. Michael Moss followed with a talk on Clyde shipbuilding. His first slide showed the very last boat to be launched from John Brown's yard. Amazingly, this



*R. F. & J. Alexander's cotton thread mill of 1849, Glasgow, converted to the Great Eastern Hotel by additional top storey and entrance alterations, 1907-9*

*Photo: Colin Bowden*



*Five Sisters shale oil bings*

*Photo: Peter Stanier*



complex yielded an astonishing 50,000 plus photographic records, many of which came from other yards. He also showed records of engine drawings from Robert Napier's yard.

Monday was the only day on which the weather turned sour – after a dry morning the heavens opened to produce the torrential rain which had, on the previous day, caused extensive flooding in Aberdeen and even washed out parts of the A9. The trip to Wilsontown (remains of many bell-pits here) and the World Heritage Site of New Lanark particularly suffered, as the 20-minute walk up to Bonnington power station on the Falls of Clyde, then back again, took place in severe weather conditions. This was another guiding stint for Miles Oglethorpe, assisted by Stephen Boyle. The weather was much kinder on the alternative excursion to Glasgow, led by Mark Watson and Eric Watt. The tour included Templeton's Carpet Works, the People's Palace and St Andrews suspension bridge of 1856 at Glasgow Green, the Great Eastern Hotel (a former doss house in a cotton mill of 1849), the Forth & Clyde Canal at Port Dundas and the aqueduct and locks at Maryhill (of Taggart fame), derelict Clydeside shipbuilding sites, the 1930s Hillington Industrial Estate and the Luma Building where light bulbs were tested. The final call was to the workshops of Heritage Engineering, a firm which restores, reconstructs and reproduces a wide range of industrial machinery and artefacts, from all kinds of engines to trams, gateways and cast-iron fountains. The downpours only started when the group was under cover at this last stop.

Tuesday, in marked contrast, dawned clear and sunny and this weather continued for the rest of the conference. One of the trips on this day was to the Borders with Mark Watson, concentrating on what remains of the woollen textile mill industry at Hawick (with a visit to Dangerfield Mill) and Selkirk, a hilltop town with mills by the river below. The tour returned via Inverleith, Peebles and the Auchendinny paper mill. The other choice was a guided visit to Falkirk with Carol Whittaker and Geoff Baker. This excursion passed the morning at the enormous three square miles complex of BP's Grangemouth refinery, which is the terminus of the Forties oilfield pipeline. Here are carried out all processes from catalytic cracking to distillation of oil residues as well as being a major redistribution deepwater port. Two power stations function within the complex and they also sell to the national grid. Having enjoyed a hotel lunch, delegates went on to the Carron ironworks, established in 1759 as Scotland's first major industrial concern. As Carron Phoenix, they now manufacture kitchen sinks which include a version that is unmarkable, unmeltable and almost unbreakable. This sells so widely on the international markets (including the USA) that they cannot produce them fast enough! Of the original factory, only the turreted gatehouse still stands, known to the locals as 'Thunderbird One'. After a fascinating conducted tour of the whole process, delegates admired a magnificently restored and re-erected cast iron gateway, made for the International Exhibition of

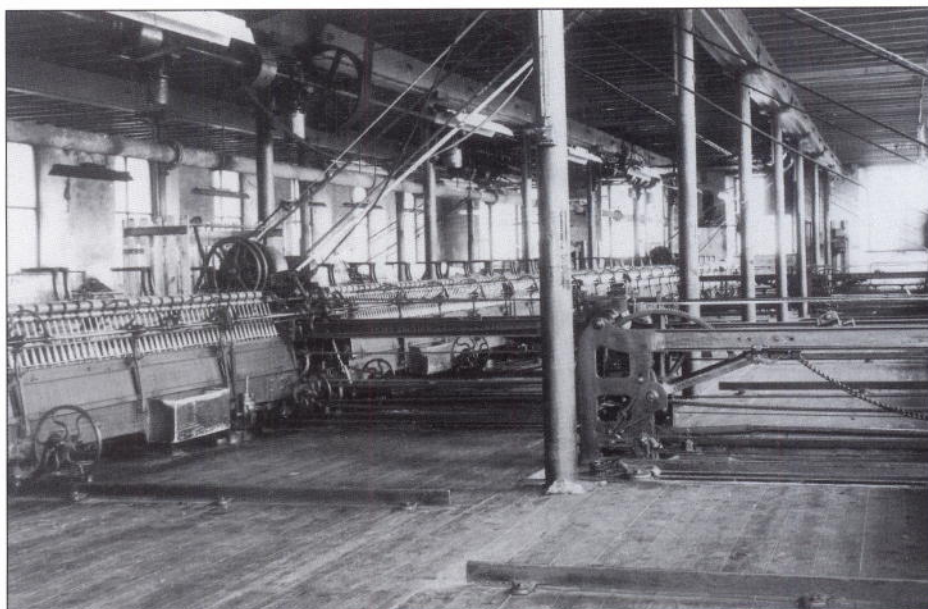


*The summit at last. Arrival at the top level of the Falkirk Millennium Wheel. Conference organiser Tony Parkes is on the left*  
Photo: Laurence Draper



*The restored St Andrews suspension bridge over the River Clyde at Glasgow Green*

Photo: Rodney Hall



*Dangerfield Mill, Hawick, showing the wool spinning mules made by Platt Brothers & Co. Ltd of Oldham in 1873*

Photo: Colin Bowden





*A detail of the fireproof floor and ceiling supported by corrugated iron arches in the Great Eastern Hotel (1840s cotton mill), Glasgow*

*Photo: Peter Stanier*

Scottish Industry Science and Art of 1866 by Grahamston of Falkirk, and never subsequently sold! This and the Falkirk millennium wheel were probably the most memorable objects seen at this year's conference.

That evening Alan Brothie talked about the IA of transport in Fife, which includes tramways, bus garages, turnpike roads, tolls and mileposts, wagonways and plateways and Charleston harbour. This was followed by veteran speaker Sylvia Clarke who explained the Greenock water supply system constructed by Robert Thom.

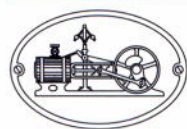
Wednesday offered a tour of Fife, shepherded by John Crompton and Tony Jervis, to see Burntisland harbour, Kirkcaldy, Dysart harbour, the village and limekilns at Charlestown and Longannet power station, the largest of Scotland's three remaining coal-fired stations

with a chimney 180 metres high. The other trip took us 'doon the watter' by Calmac ferry to Rothesay on the Isle of Bute, taking in en route the incredible Caledonian Railway terminus station at Wemyss Bay. Here the 'Royal Scot' tourist train happened to be stabled, hooked onto a named 37 diesel in matching LMS maroon. A picnic lunch was taken in the sunshine at Kilchatan Bay, followed by a tour of the island on a gloriously sunny day. Our guides were Ted

Salthouse and Sylvia Clarke.

In the evening Guthrie Hutton told us about the two canals and the millennium Falkirk link, while Graham Priestley gave the last lecture of the conference on the watermills along the Water of Leith. This is Edinburgh's river which at one time supported 76 separate mills along its 23-mile course. This was one of the sites visited on Thursday, our last day, together with the pretty little port of Newhaven, Leith docks and shore, Prestongrange and Prestonpans, RCAHMS's headquarters (where some very rare and valuable documents were on view), and the Granton centre, which is the main storage and conservation headquarters for Scotland's national museums, holding a wide and varied selection of machinery, domestic appliances, steam engines, etc. Lunch and a bar were laid on for us at the Scottish Mining Museum at Newtongrange, where we also partook of a lightning tour as well as the permanent exhibitions.

All conference delegates were issued with an extremely useful bound guide to all the tours, compiled by Carol Whittaker, with help from Denise Brace, Graham Priestley, Ted Salthouse, Mark Watson, Miles Oglethorpe and John Crompton. Forth & Clyde 2002 all added up to a superbly interesting and varied conference programme, and congratulations and sincere thanks are due to the organisers, particularly Miles Oglethorpe, John Compton and Carol Whittaker, and, on the domestic side, Tony Parkes.

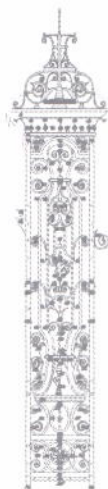


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*It's around here somewhere! Searching the woods at the Wilsontown ironwork site*

*Photo: Tony Killick*

# AIA Conference 2002 Seminar: Industrial Heritage and National Identity

*Observing the fact that this was the first time since devolution that there had been an AIA annual conference north of the border, the Scottish organisers opted to give the pre-conference seminar a specific theme. Having chosen to examine 'national identity', they were able to acquire a grant of £1,000 from Historic Scotland, and invited a number of speakers to participate, including two from overseas.*

Miles Oglethorpe

Following an introduction by Dr David Breeze (Chief Inspector of Ancient Monuments at Historic Scotland), proceedings commenced with Eusebi Casanalles (director of the Catalan Museum of Science and Technology and President of TICCIH). After providing a brief outline of Catalan history, he explained how industrialisation had been the basis of the re-emergence of Catalan identity. This is manifested in the truly astounding wealth of industrial architecture in Catalonia, and is further reinforced by the Catalan government's commitment to its industrial heritage, and in particular by its support for 16 separate industrial museums under the care of the Catalan Museum of Science and Technology. Irina Iamandescu (of the Romanian Ministry of Culture and Religious Affairs) described a very different situation in Romania, where a struggle is taking place to ensure official recognition of the importance of industrial heritage. Concentrating on the Banat region in the south-west part of the country, she stressed the multi-national roots of the industries there, citing examples including coal, iron, railway engineering, and hydro-electricity. As has been the case elsewhere in Eastern Europe, the rapid pace of recent economic decline poses a major

threat to the industrial heritage, and in order to address this and associated challenges, she had organised an international conference and workshop to take place in Baile Herculane from 25 to 28 September 2002.

John Crompton (National Museums of Scotland) delivered a paper on the role of industry in the evolution of Scotland's national museums, referring to the recent formation (in 1998) of the new Museum of Scotland, and the important place industry has within it. He also referred to the emergence of site-based industrial museums in Scotland during the 1970s and 1980s, and noted that one of the challenges facing the new 'National Culture Strategy' and National Audit of museums will be to reverse their decline and ensure an appropriate status and respect for Scotland's industrial heritage.

Professor Marilyn Palmer of the School of Archaeology at the University of Leicester considered industrial heritage as being a significant force within democratic society, referring to a recent review of the historic environment by English Heritage (*Power of Place*, 2000). Although industrial archaeology had now been embraced by heritage professionals, she stressed the importance of the contribution of the volunteer sector both in the past and the future.

Keith Falconer, a Scot who has for many years overseen RCHME's (and latterly English Heritage's) industrial recording programmes, emphasised the extent to which the English industrial experience had been a very British phenomenon, both in terms of the industries themselves, and the organisations (e.g. AIA and CBA) that had emerged to promote the recording and conservation issues of recent decades. Christopher Mason of the Clyde Maritime Trust referred specifically to the *Glen Lee* (The Tall

Ship in Glasgow), as an example to show how British identity permeated across the globe through the imposition of British merchant shipping regulations.

Shane Gould, Sandwell Borough Archaeologist, demonstrated (using Boulton & Watt's Soho Foundry) how industrial heritage can be used to spearhead urban regeneration. Colin McLean of the Heritage Lottery Fund provided an outline of the support the HLF has given to projects of national importance in Scotland, particularly those relating to industrial heritage.

The last part of the seminar commenced with a paper by Peter Yeoman of Historic Scotland describing the importance of industrial heritage to Scotland, and referring to a review currently under way designed to ensure that the nationally-important remains of the key industries of Scotland are adequately protected. Mark Watson (also of Historic Scotland) talked about the work of the TICCIH Textiles section aimed at producing a list of important textile sites throughout the world, one of the purposes of which is to provide guidance for ICOMOS and its deliberations when dealing with future World Heritage inscription cases. A list of potential candidate sites was tabled and feedback requested.

Finally, Miles Oglethorpe of RCAHMS delivered a paper on the resurgence in the importance of the malt whisky distillery, one of the most Scottish of Scottish industries. This was done in an increasingly chaotic environment whilst he was also attempting to ply the audience with samples of three whiskies kindly provided by Glenmorangie plc. Sadly, after this there was too little time and lucidity for discussion at the seminar itself, but it proved to be a very interesting and unusual day.



## ANNOUNCING THE THREE FIELDWORK AND RECORDING AWARDS FOR 2003

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 over a decade.

Work submitted may already have been published or, if not, entrants 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 2003

Successful Entries will be notified in August

The successful authors will be invited to attend the AIA annual conference in Cardiff to collect their award in early September

Further details from:

Fieldwork and Recording Awards, AIA Liaison Officer, School of Archaeological Studies, The University, Leicester, LE1 7RH



# Fieldwork and Recording Awards 2002

*There were 13 entries for this year's award including two student entries. All were of an exceptionally high standard with only seven points separating the top seven entries. It was for this reason that, in addition to the main awards, four Highly Commended certificates were also awarded. Keith Falconer presented the awards to the main award winners who gave presentations at the Edinburgh conference in September.*

## Victoria Beauchamp

The Main Award went to GLIAS (Greater London Industrial Archaeology Society) for the GLIAS Database. Their brief was 'to duplicate the IRIS system in software' but they have also added the means of storing a photographic, bibliographic and biographical archive. 1667 site records, 112 photographic images, 105 biographical and glossary entries and 382 bibliographic entries are in the latest version. The database has been developed using Filemaker Pro Developer for Windows (although it should be possible to develop a version for Macintosh soon) which enables access to any user whether or not they have the original programme. The data can be accessed through text searches and by grid reference. The manuals accompanying the database are exceptionally easy to use and within minutes information can easily be retrieved. GLIAS encouraged members to collect information by using themes such as industrial chimneys and unusual street furniture. These have all been added to the database. The database structure could be used by any society for recording their local industrial remains. Keith Falconer on presenting the award at the AIA conference commented that 'published IA gazetteers of the capital have hitherto been quite inadequate and this ongoing database placed on the Web would be of immense value.' Details can be found on the website [www.glias.org.uk](http://www.glias.org.uk).

The Initiative Award went to John Harrison for his book *Eight Centuries of Milling in North East Yorkshire (1086-1883)*. The River Tees to the north, the Derwent to the south and Cod Beck to the west define the survey area. The survey covered sites, buildings and machinery concerned with grain milling. Windmills on the north bank of the Tees were also included. There are measured drawings of 100 mills and a gazetteer containing historical references for over 150 water mills, 70 windmill sites and descriptions of any surviving remains. The text covers the geographic and economic background and history of milling from 1086 to 1883. The book highlights how, in a geographically diverse region, different responses to the problems of corn milling varied from the moorland dales to the estuarine lowlands. The technology used appears to have been typical rather than exceptional. After eight centuries the water and windmills of the region became irrelevant. Cleveland Steam Mill at Thornaby, for example, could produce more than all the old wind and watermills put together. The accumulation of 30 years of research has produced a remarkable study

relevant beyond its immediate geographical considerations.

The Student Award went to Claire Barratt, Tom Cinderley, Michael Hill, Philip Marini, J. Minns and J. Walter from British Engineerium for 'Saving the Survivor: the British Éolienne Bollée.' Only 40 of these unique turbine type wind engines originating in Le Mans survive out of 400 or more erected in France prior to 1930. Only four were ever exported, one to Spain, Belgium and two to Sussex. Virtually all were used to pump water. The 'survivor' was owned by St Hugh Charterhouse, Parkminster, West Sussex. The site consisted of the wind engine, pump and pump house, holding tank, water pipe work and fence. Each component was located so as to maximize the efficiency of the water-pumping system. Recording the 'Éolienne Bollée' provided a unique opportunity to save a unique machine and make a comparison between the working practices of nineteenth century French and English engineers. The project considers technical details and development, ethical considerations of restoration and conservation, the working of the power-head and associated gearing, the column and associated components, the pump and associated components and civil engineering. Each student considered a different part of the project. Readers will recall an article on this machine by John Walter in *IA News 119*, Winter 2001. Further details of these fascinating machines here and in France can be found on the web site [www.bollee.fsnet.co.uk](http://www.bollee.fsnet.co.uk).

The four Highly Commended Awards were made to Megan Taylor and Ken Cole for 'Herne Mill: Measured Drawings'; The Tayside and Fife Archaeological Committee for 'The Salt and Coal Industries at St Monans, Fife in the Eighteenth and Nineteenth Centuries' (J Lewis, C Martin, P Martin and R Murdoch); Nigel Page for 'The Charcoal-Fuelled Iron Working Industries of Carmarthenshire and Pembrokeshire'; and Philip Marini for 'Conservation of Plastic Artefacts.'

Herne Mill was built in 1789 and remained a working windmill until 1980. It operated by wind power until 1952 and thereafter by electrical power. Kent County Council took over and organized repairs by millwrights in 1985/86. In 1998 English Heritage recommended that structural and engineering details should be recorded before the mill was put to any future use that may require major rebuilding. National Lottery funding has made provision for this to happen and 90% of the drawings are complete. The structure of the mill changes according to the weather conditions thus necessitating the recording of varying rather than absolute measurements. The drawings are impressive and exceptionally detailed.

The report 'The Salt and Coal Industries at St Monans, Fife in the Eighteenth and Nineteenth Centuries' was the result of work carried out by local residents, the East Neuk of Fife Preservation Society, the Universities of St. Andrews and Dundee and public bodies co-ordinated by Fife Council. The industry which once existed between St Monans and Pittenweem left few visible signs: 'just an unroofed tower, a rock-cut channel running down to the sea, and a few bumps in the dunes, all of which were in

immediate danger of being washed away by the sea.' Today the wind-engine tower has been rebuilt and can be used as a lookout point for visitors; the pan house has been covered with grass so that the public can view it and interpretative boards have been erected to explain the archaeology and history of the site. The report covers the background to the sites, a description of the excavations and their findings, the history of the Newark Coal and Salt Work Company, and the eighteenth-century industrial landscape between St Monans and Pittenweem.

'The Charcoal-Fuelled Iron Working Industries of Carmarthenshire and Pembrokeshire' was initiated to record the surviving remains of the most important and best preserved sites and to provide up to date information of all sites associated with the charcoal-fuelled iron industry in the region. The project highlighted what a small and fragile resource the remaining sites are and the need for an active management policy to ensure their survival. The earliest known site in Carmarthenshire is at Ponthenri (PRN9928) established in the later sixteenth century and in Pembrokeshire, Blackpool furnace (PRN3608) built in 1635. The industry developed steadily and in the later eighteenth and nineteenth centuries world famous steel and tinplate industries developed at Carmarthen and Llanelli. The report included description of the processes, requirements, transport and storage and the staff. Surveys of each site cover the location, history and a description of the remains.

Philip Marini's report on the 'Conservation of Plastic Artefacts' was a new departure for the Fieldwork and Recording awards, focusing more on the recording and conservation aspects than on fieldwork. His work explains the different types of plastics, how to identify them and signs of degradation, and looks at how labelling can damage the artefacts. Appendices in the report cover the main plastic types with signs of degradation in table form, degradation signs and their causes. As many of the artefacts found on future sites may well be made of plastic this is an extremely useful piece of work that would deserve wide dissemination in the museum world.

Other entries received were from B. Lamb, on 'The Building of Todd Brook Reservoir', W. Ashley Bartlem, on 'Stones and Quarrying in Moray', Roger N. Holden, on 'A Historical Study of Palmer Mills, Stockport', J. Minns and J. Walter, on 'Cobb's Mill', J. Walter, on 'The Éolienne Bollée' (a survey of remaining sites in France) and Dr M. Nixon, on 'Burgess, Darling & Leigh, Middleport Pottery, Burlem: Packing Warehouse'.

A big thank you to the judges, Keith Falconer (English Heritage), Amber Patrick (AIA) and Mike Nevill (University of Manchester) who put in so much time reading all of this year's entries, and also to Isabel Wilson for advertising the award so efficiently. The deadline for next year's entries will be 1 May 2003. Further information about the awards can be obtained from the AIA office, Archaeology Dept, University of Leicester, LE2 3TE or [victoria@vbeauchamp.freemove.co.uk](mailto:victoria@vbeauchamp.freemove.co.uk).

## A new Liaison Officer

After four years with the AIA, Isabel Wilson left us at the end of September to take up a new position as a trainee solicitor in a criminal justice practice in Leicester. We wish her well - but hope none of us see her in her professional capacity any longer!

She was replaced on 1 October by Simon Thomas, who will be working for the Association every morning from the School of Archaeology and Ancient History at Leicester University - no change to the email address [aia@le.ac.uk](mailto:aia@le.ac.uk), or the telephone number 0116 252 5337.

Simon is a graduate of Leicester University. He began his career as a business analyst and learnt Spanish while helping to set up a chain of retail stores in Spain. He has also run his own IT contracting business and has very quickly come to terms with the AIA databases. His main interest is in the development of a voluntary cycling project for people with disabilities, which aims to provide a range of cycles for people who cannot ride a normal upright bike. We are delighted that Simon has taken up the position of AIA Liaison Officer and know that members of AIA will enjoy meeting him.

Marilyn Palmer

## President's and Initiative Awards for 2001

Rather belatedly, the President's Award for the site visited by the 2001 Conference which best explained an aspect of industrial archaeology to the general public

has been presented to the Prickwillow Drainage Engine Museum. This small but very well laid out and planned museum has a basic collection of some fine diesel powered fen drainage pumps, but these are augmented by a more wide reaching collection of tools, documents and general information on the need for drainage: one telling point is the line showing high spring tide level at King's Lynn, which is up near the rafters. The building has been ingeniously adapted with a ramp accessible to wheelchairs making its way up to a viewpoint where the main engines can be readily inspected but without public access, important when they are being run. AIA Chairman, Mike Bone, presented the award to Les Walton, chairman of the trust which runs the museum, on 10 August this year.

On the same day, the first of the new Initiative Awards, sponsored by an anonymous donor, was presented. This award is aimed at encouraging sites where the size of the project is daunting, but being overcome with courage, perseverance and hard work, too often with little encouragement from public bodies. This award went to the Cambridge Museum of Technology at Cheddars Lane where, though there is still much to do, the building and chimney have been made sound, and the giant Hathorn Davey double acting compound engines run regularly, under steam from a 1923 Babcock and Wilcox boiler which is a museum piece in itself, with hopes of restoring one of the 1895 boilers designed to burn refuse in destructor cells. The steam engines were later augmented with two

94hp National gas engines, one of which can be run. The collection includes large and small examples of steam engines from local builder J. I. Headly, early printing presses and scientific equipment from Pye and other firms who gave the impetus to the development of the modern 'Silicon Fen'.

David Alderton

## Regional News vacancies

Where would your quarterly *IA News* be without the regular round-up giving a flavour of activities and news from around the regions? This highly valued service relies on a small body of dedicated correspondents who have supported us well over the years. Readers will notice a few vacancies have now arisen and your editor would be pleased to hear from volunteers to fill these spaces. Edwina Alcock, who has been a most reliable correspondent for North West England for many years, has had to stand down and we are looking for a replacement there.

All correspondents need your help! For example, Graham Books (Northern England) is based in Cumbria, and Chris Shephard (South East England) is in Surrey. They would be delighted to receive news from societies or individuals in the region outside their own counties, or even offers from potential successors. On the bright side, in this issue we welcome a first report on Wales from Pat Frost, who is a consultant archaeologist based near Shrewsbury.

## NEW AWARDS FROM THE AIA

Council has approved two new annual award schemes to encourage research and publication in industrial archaeology. These awards will be presented for the first time at the Annual AIA Conference in Cardiff in September 2003.

### Publications Prize

The purpose of the award is to encourage high standards in local society publications concerned with industrial archaeology but excluding those solely concerned with transport or business history. A local society is defined as being based on a town, county, district or region in

England, Wales, Scotland and Ireland. All entries must have been published in the 18 months prior to the year of the competition.

There will be three awards: for newsletters, journals produced on a regular basis and occasional publications. Judging criteria will include academic quality, readability, layout, style and illustrative content.

The co-ordinator of the award scheme is Peter Neaverson, formerly editor of *Industrial Archaeology Review*; the other judges are Peter Stanier, editor of *IA News*, and Michael Messenger of Twelveheads Press.

### Essay Prize

The purpose of this award is to encourage the writing of original essays which enhance the understanding and scope of industrial archaeology. Essays should deal with general themes or overviews, not fieldwork reports which should be submitted for the AIA's Fieldwork and Recording Award.

There will be two awards: a general award and a student award open to anyone on a full time course in higher education. Entries from both AIA and local society members are strongly encouraged. Students may submit essays or dissertations produced as part of their course work. AIA will endeavour to publish any entry in *IA News* or *Industrial Archaeology Review* as appropriate. Judging criteria will include academic quality, originality of thought or topic, illustrations (if any), layout and style.

The co-ordinator of this award scheme is Marilyn Palmer, Professor of Industrial Archaeology at Leicester University; the other judges are Professor Ray Riley, University of Portsmouth, and Dr David Gwyn, editor of *Industrial Archaeology Review*.

Further information and application forms to accompany entries for both awards can be obtained from the AIA Liaison Officer, School of Archaeology and Ancient History, University of Leicester LE1 7RH.



The Prickwillow pumping station near Ely was the winner of the 2001 President's Award  
Photo: Jim Hawkins





## Rotherham and the Walkers

The Walker family were farmers and nailmakers, and then ironfounders, in the village of Grenoside north of Sheffield. They moved most of their business to Rotherham from 1746, no doubt because of its better communications and greater access to markets, and set up one of the largest iron and steel concerns of the late eighteenth and early nineteenth centuries. It had iron ore and coal mines, iron furnaces and rolling mills at the Holmes about a mile west of Rotherham, a foundry and a steelworks at Masbrough just across the Don from the town, and other works downstream at Thrybergh Forge and Conisbrough.

The Walkers are best remembered for cannon, produced from 1774; one is outside Rotherham town hall, and others are on HMS *Victory* and at other naval sites and museums. Their other products ranged from sadirons (flat-irons) and cooking pots to bridges. They helped Thomas Paine with his designs for iron bridges, and Rowland Burdon with the great Sunderland bridge of 1793-6. In 1795 they made a three-arch iron footbridge for Bridgehouses, Sheffield, which was washed away by the Great Sheffield Flood of 1864. They began the production of decorative cast iron stovegrates, which became an important industry in nineteenth-century Rotherham and Sheffield.

After a difficult period following the Napoleonic wars, and losses in making the 1819 Southwark Bridge in London, they closed their Rotherham businesses in the 1820s and moved to Tipton in the Black Country, but successor firms, many set up by their managers and foremen, played a large part in the Rotherham foundry and wrought iron trades.

Little is left to see of their industrial activities. At the Holmes the site of the works was reused by later firms; the weir and parts of the goit (watercourse) for the furnaces survive, as does the arch of a bridge across their now vanished private canal to the Don. At Masbrough the Cupola Works, a stone and brick building now used by a scrap metal firm, has been confirmed by Tony Munford, Rotherham's Archivist, as almost certainly a Walker building, though its exact date and use remain uncertain. There could be

significant remains below ground on both sites. They are both parts of a large area now dubbed 'New York Riverside' where there are plans for extensive redevelopment, funded by the Single Regeneration Budget (SRB).

Two of the family's elegant houses survive, the brick Ferham House of 1761 and the stone Clifton House of 1783 which is now Rotherham Museum. After breaking away from the Methodists in 1757 the family were Independents (Congregationalists); they built a chapel at Masbrough in 1762-4 and a larger replacement in 1777, and a college for training ministers, Rotherham Academy, in 1795. The 1777 chapel survives as a carpet warehouse, and in its graveyard is the Walker family mausoleum, as well as graves of the Walkers and other leading Rotherham industrialists.

There have been many problems, including vandalism and fire, in the way of caring for the chapel, graveyard and mausoleum. Rotherham Council has been trying to help but its available funds are very limited. A voluntary group, the Friends of Masbrough Chapel and the Walker Mausoleum, has now been set up to raise funds, seek publicity, maintain the site and improve public access. In the longer term, if funds can be found, the site might be bought and used for public purposes, including a display about the history of the Walkers. For information about membership, please contact the Treasurer, Eileen Hyland, 21 Heather Close, Rotherham S60 3AD.

Derek Bayliss

## Linoleum from Greenwich to Kirkaldy

At this year's AIA Conference a party visited the Forbo-Nairn Linoleum works at Kirkaldy. I was very much looking forward to this since I had done research on linoleum manufacture for my book on the Greenwich Peninsula. A more detailed account of the works was published in *Bygone Kent*, vol.20, No.3, March 1999.

One of the largest sites on the Greenwich Peninsula was the Inlaid Linoleum Works. This dated from around the start of the twentieth century and had made vast quantities (about 20 miles a week) of intricately patterned linoleum. Perhaps the biggest surprise to me

on our visit to Forbo Nairn was that they weren't making anything like this. What we saw was 'mosaic' linoleum being put together by hand – in Greenwich 100 years ago inlaid linoleum made up of hundreds of little squares was put together by a machine which was 50 feet high and weighed 400 tons. One of the reasons I am writing this piece is that I am aware that several of the other members present just didn't believe me when I said this.

Linoleum was the invention of Frederick Walton – one of those prolific Victorian industrialists whose ingenuity was apparently boundless. In the 1860s he set up a manufacturing complex for plain linoleum in Staines, where I would recommend the excellent Spelthorne Museum which has records and many detailed pictures of this works. I guess that Staines-made linoleum was much the same as that made in Kirkaldy today. Walton came to Greenwich because he had fallen out with the management at Staines. He also seems to have had some sort of relationship with the steel magnate, Henry Bessemer, who had previously occupied the Greenwich site. Walton displayed at the entrance what he claimed was the first piece of steel produced in a Bessemer converter – this is now stored by a disbelieving Science Museum!

The Greenwich works was eventually taken over by Michael Nairn & Co. (which has since become Forbo Nairn) and closed down soon after the Second World War. One of the enormous machines from Greenwich was taken to Kirkaldy and installed in the North Factory. This is the factory we visited, although there is no sign of

it today and our guide knew nothing about it.

Linoleum has had a hard and unfashionable time for many years and it is amazing that it is still made at all, so I am in no way castigating Forbo Nairn for abandoning the process developed in Greenwich. They stress that lino is a traditional product, made with natural ingredients, clean and environmentally friendly. It is gradually making a comeback (just recently I was proudly shown a 'Walton Marmoleum' covered bathroom floor by one of my trendier friends). Surely those intricate Victorian patterns will soon make a comeback too.

Mary Mills

## Historic pottery kiln restored

Building has now been completed on the latest phase of the Farnham Building Preservation Trust's restoration project at the Farnham Pottery in Wrecclesham.

The historic kiln, usually referred to as a bottle kiln, but actually a double twin flued parallel updraught type, was built at the end of the nineteenth century by the Harris family. It is the finest example of its type left in Britain and is the only remaining original kiln on the site.

The brick work was restored by a specialist bricklayer and the attached building was erected by a local contractor. The Trust hopes that the building will ultimately be used as a visitor centre with displays setting out the history of the pottery and that visitors will be able to look into the kiln through the upper loading bay to see how it was once filled with pots.



A visitor inspects the newly completed kiln restoration project at the Farnham Pottery  
Photo: Farnham Building Preservation Trust

This project is part of a longer term plan to safeguard the future of the whole of the historic pottery buildings. The Trust also hopes to create a regional centre for the ceramic arts, and a number of workshops units are already in use by craft potters.

The Trust has received grants from a number of sources including Farnham Town Council and the Surrey Historic Buildings Trust, but much further work needs to be done before the project is finally completed.

## Centenary below the Thames

A celebration on 4 August 2002 marked the completion of the Greenwich Foot Tunnel 100 years before. Designed by Sir Alexander Binnie for London County Council, there were only stairs and no lifts until 1904, in a year when 4 million people used the tunnel. The tunnel is 1,217 feet long, formed with cast-iron segments bolted together and lined with concrete and white glazed tiles, making an internal diameter of 11 feet.

## Ribble Link opened

After being proposed over 200 years ago, a 4-mile link has been finally opened at Preston to join the Lancaster Canal with the rest of the waterways system.

## NAMHO 2002

NAMHO's 2002 conference took place at Aberystwyth University on 5-8 July. After being in the 'hot seat' as chairman since 1995, Ivor Brown was succeeded by Shropshire's Mike Moore, of bookseller fame. The host body was the Welsh Mines Society, who had laid on an absolute plethora of mine trips, catering to all classes of participant from purely surface walks to expeditions down flooded levels.

Proceedings commenced with a reception on Friday evening in the impressive National Library of Wales building adjoining the University campus. David Bick, president of the WMS gave the welcoming speech. The lecture programme followed this year's theme of 'Water power in mining' and attracted many top quality speakers, including presentations from America, Austria and Canada. The Saturday afternoon gave a choice of two alternative sessions to accommodate them all.

The annual dinner in Pantycelyn Hall was followed by an auction of mine share certificates from various collections which had been purchased by a member, with 20% of the proceeds going to the society. This caused much hilarity as any movement at all was interpreted as a bid!

The conference was a great success, with 220 participants. The only drawback was that a lot of the trips were full up, with people who booked later being unable to secure a place. Book early for next year! More details of this conference can be found in the regional report for Wales in this issue.

*Roger Ford*

## Mills Archive Trust

The Mills Archive Trust is a new charity aimed at developing and maintaining an archive and resource library specialising in traditional mills, powered by wind, water, muscle or other sources, and milling which includes millwrighting and the place of the mill in social, technological and architectural history. The Archive is based on the extensive collection owned by the Mills Section of SPAB and other private collections.

Internet use will encourage public access without the need to travel to the Archive, and with the aid of a Heritage Lottery Fund grant the Trust is developing an online catalogue which will be freely available for use at [www.millarchive.com](http://www.millarchive.com). It is intended that the Mills Archive will become the major source on UK mills and a valuable resource for mills and milling around the world. The Mills Archive wishes to establish contacts with other repositories of mill-related material in order to agree common standards so data can be shared. Being a voluntary enterprise, the Trust is seeking adequate funds from potential benefactors as well as donated material. Keep up to date on the website, or contact Dr R.F. Cookson, ☎ 0118 9478284; [info@millarchive.com](mailto:info@millarchive.com)

## Subterranea Britannica visits the Midlands

Subterranea Britannica held a study weekend based at Wolverhampton University's Telford campus on 20-21 July 2002. Participants were taken by coach to see the Doulton claypit at Dudley, and received a

geological explanation of the strata clearly visible in this area. On then to board a canal boat and cruise to Park Head. Here tea and coffee were laid on whilst the boat ascended the flight of locks prior to entering the original very small mainline tunnel that goes right through Castle Hill, in parallel with the later wider 'double track' Netherton Tunnel. After this traverse, the boat joined the 'tourist circuit' from the Black Country Museum through the various caverns.

After sampling the delights of this museum, the party next visited the Holy Austin rock houses at Kinver, recently restored by the National Trust. Back to Telford for an excellent annual dinner, followed by a superb discourse from that well-known Black Country character Vic Smallshire. Next day was scheduled for Hack Green secret nuclear bunker at Nantwich, which was on red alert with all its life-support systems turned on. Thanks go mostly to the Taggs for a well-organised and enjoyable weekend for Paul Sowan's society.

*Roger Ford*

## The Hand of Time

Members in Staffordshire will have the chance to see the 'Hand of Time' exhibition, first reviewed in *IA News* 117, when it is shown at the Borough Museum & Art Gallery in Newcastle under Lyme from 30 November this year until 12 January 2003. The photographs, which depict five contrasting abandoned industrial sites, were taken by Clifford Morris, an AIA member and Fellow of the Royal Photographic Society. His pictures are accompanied with poetry by Semba

Jallow-Rutherford.

Clifford has recently agreed to donate all his life's work to his local records office, the Walsall History Centre, where it will remain as a public archive. Whilst this includes over 30,000 negatives and the many prints from his successful exhibitions over the years, he is determined to continue to produce new work to add to the archive. He is just concluding one new project and is beginning two fresh ones and all three have a strong IA content whilst retaining his unique artistic approach.

For further details of the exhibition, call Clifford on ☎ 01922 459669 or e-mail him at [cliffmorrisfrps@aol.com](mailto:cliffmorrisfrps@aol.com)

## South Yorkshire Society marks 70 years

A day school on 'Industries in South Yorkshire' is being held at Grenoside Community Centre on Saturday 10 May 2003 as part of a programme of events to mark the 70th anniversary of the South Yorkshire Industrial History Society and its forerunners. Further details are available from Chris Morley, ☎ 0114 246 2629.

## Dunkirk Mill Centre

The Dunkirk Mill Visitor Centre has been opened near Nailsworth in Gloucestershire. It is a result of co-operation between the developers of the mill, Stroud District Council, Nailsworth Town Council and the Stroudwater Textile Trust. Thanks to the vision of the Town Council and the Trust, Nailsworth now has the only working waterwheel driving textile machinery in Gloucestershire.



*This detail of the old Great Western footbridge at the long abandoned Low Level station in Wolverhampton is one of the many striking photographs in the Hand of Time exhibition*  
Photo: Clifford Morris



The centre at the mill was open on several dates throughout the summer, manned by experienced and enthusiastic volunteers of the Stroudwater Textile Trust. Much of Dunkirk Mill has been converted to private housing, although there is parking for disabled there. Normal access to the Centre is by parking at historic Egypt Mill and strolling along the cycle trail. Details of future opening dates can be obtained on ☎ 01453 766273.

### Railway archaeology

The first AGM of the Railway Archaeology Society took place on 28 September in Manchester. The Society has an e-mail address: railarch@ntlworld.com.

### Celebrating toilets

This year has seen the 150th anniversary of Britain's first public

toilet, opened in 1852 on Fleet Street in central London. Public toilets were introduced to stop the spread of disease through 'public fouling' and many of London's loos are graceful structures – tiled underground chambers encircled by iron fences and crowned with arches or pergolas. Many are now padlocked and rusting, while others have found new life as cafes, flower shops, theatres and nightclubs.

GLIAS

### 250 years of Lizard lights

22 August 2002 saw celebrations marking the 250th anniversary of the establishment of the Lizard lighthouse on the most southerly point in England. Twin lighthouse towers were erected in 1752, both with coal fires and controlled by an 'overlooker' in a cottage between. The towers have since been



The twin towers of the Lizard lighthouse on England's most southerly point are 250 years old this year  
Photo: Peter Stanier

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Tel: (0117) 9715337 Fax: (0117) 9771677

connected by a row of six keepers' cottages. Argand oil lights were fitted in 1812 and electric lights were introduced in 1878, with power generated on site. The west tower was abandoned in 1903 and a

12 million candle power arc light used in the remaining east tower. This was blamed locally for several seasons of bad pilchard harvests and Trinity House was petitioned!

## OBITUARIES

### Emeritus Professor John Butt (1929-2002)

Born in Hemsworth, Yorkshire, on 18 July 1929, John Butt was one of a group of English economic historians who moved to Scotland in the late 1950s-early 1960s, and with the substantial assistance of other prime movers such as John R. Hume and Ian Donnachie, helped to establish industrial archaeology north of the Border. He was also President of the AIA in its early days, and IA featured strongly in his many publications, of which *The Industrial Archaeology of Scotland* (1967), *Robert Owen, Prince of Cotton Spinners* (1971), *An Economic History of Scotland 1100-1939* (1975, with S.G. H. Lythe), and *The History of the Scottish Co-operative Wholesale Society* (1981, with J. Kinloch) are perhaps the best known. He was later elected to the Fellowship of the Royal Society of Edinburgh in recognition of this work, and was briefly a commissioner at RCAHMS.

Whilst continuing to teach and carry out

research at the newly created University of Strathclyde (previously the Royal College of Science and Technology in Glasgow), he rose through the ranks to become Professor and head of the Department of Economic History. He subsequently took on wider responsibilities, becoming Dean of the Faculty of Arts and Social Sciences, Deputy Principal, and finally Vice Principal. Inevitably, perhaps, he proved to be the ideal person to write the official history of the University of Strathclyde in 1996.

Outside the formal teaching environment, he exhibited a broad range of interests, notably jazz music, and sport. Indeed, in addition to tennis, he was rumoured to have played soccer for Barnsley. However, for many in the AIA, he will be remembered for his contribution to the early days of British industrial archaeology and his editorship (with Ian Donnachie) of the first volumes of *Industrial Archaeology Review* from 1976 until 1978.

Miles Oglethorpe

### Geoffrey D. Hay (1992-2002)

It is a matter of sadness to record the death, on 23 June 2002, of Geoffrey Duke Hay, architect and member of RCAHMS staff from 1954 to 1987. During his long and distinguished career with RCAHMS, Geoffrey did much to establish the standards of graphic excellence and rigorous building analysis which are at the heart of the Commission's field recording discipline. His greatest achievement was perhaps the publication of *Monuments of Industry* (HMSO, Edinburgh, 1986), which contains many of his best drawings. In his retirement, he also worked closely with colleagues on a number of projects, and it is hoped that an exhibition of his many fine drawings, which are lodged in the NMRS, will be organised in the not-too-distant future.

Geoffrey P. Stell

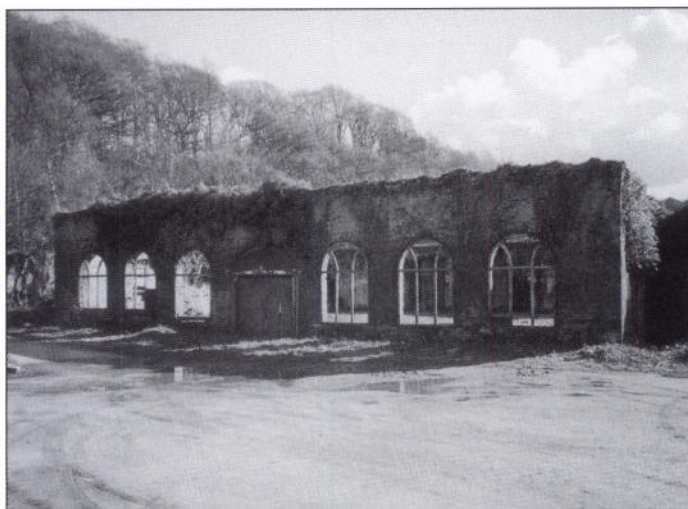
## Wales

An extremely successful conference was held by the National Association of Mining History Organisations (NAMHO) at the University of Wales, Aberystwyth in July 2002. The town of Aberystwyth had itself played a large part in the development of lead and silver mining in Cardiganshire since the sixteenth century with the harbour providing an outlet for raw materials. The theme of the conference was 'The Application of Water Power in Mining'. Delegates had the opportunity to explore this theme through visits to mines in the Aberystwyth hinterland and by attending the two-day programme of lectures.

During the conference Gwynfor Pierce Jones and Dafydd Walter Dafis reported on their recent work in recording the industrial and domestic use of water at Votty and Bowydd slate quarries, near Ffestiniog, North Wales. Peter Hughes presented a paper on Cwm Dwyfor Copper Mine at the head of the Pennant Valley in Snowdonia, where substantial structural remains survive representing extraction and dressing technology. Simon Timberlake reported on his collaboration with David Bick in attempting to date hushing in upland Wales by sectioning feeder leats, hushing ponds and dams to obtain Carbon 14 dates from their infills. Work had been undertaken principally at Cwmystwyth, Cerrig y mwyn, Pen Dylife and Craig y mwyn resulting in a wide range of dates.

Members had a variety of surface and underground trips to choose from including the Merioneth gold belt, Dylife in Montgomeryshire, Cwmystwyth Bronze Age copper workings and lead and silver mines within striking distance of Aberystwyth. Perhaps one of the most popular mine explorations was the trip into the adit at Ystrad Einion to see the underground sixteen foot diameter waterwheel inserted c1871 for pumping and drawing. The conference papers will be published in the near future.

In north-east Wales, conservation work continues at Greenfield Valley, Holywell facilitated by the Heritage Lottery Fund, Cadw, Greenfield Valley Trust and Flintshire County Council (see *IA News* 127). Conservation work at Greenfield Mill was completed in Summer



*Meadow Mill, one of the scheduled mill sites in the Greenfield Valley Heritage Park, Holywell*  
Photo: Pat Frost



*Limekilns revealed in the archaeological excavations of the W. R. Davies Garage site at Welshpool*  
Photo: Cambrian Archaeological Projects Ltd

2001; work is currently being undertaken on the Meadow Mill site and work is to continue at Lower Cotton Mill later this year. The mills are scheduled sites in Greenfield Valley Heritage Park, utilising a powerful water supply which fills three reservoirs still in use today and to which the public has open access.

The Meadow Mill site includes the ruins of three buildings that housed three separate industries. The retaining wall of a dam abuts the red brick remains of a nineteenth century mill built on the site of the 1787 copper rolling and hammer mill, which supplied special quality copper bolts and nails to the navy. The site includes the remains of the c1868-74 tin plate works and 1900-29 rubber grinding works.

The Brecon Beacons National Park are currently undertaking work on three industrial sites that fall within their boundary. The formation

of a forum of locally interested bodies and individuals has resulted in a management plan being drawn up for the Brynoer Tramroad, which was constructed to convey raw materials from Trefil quarries to Dyffryn Cwannon and on to Talybont-on-Usk and the Monmouthshire and Brecon Canal. Peter Dorling, the National Park Archaeologist has reported that the projects are mainly for the conservation and interpretation of the route and projects totalling around £100,000 have been identified. Significant grant aid has already been secured and a further bid made to the Heritage Lottery Fund. Limekiln conservation, tramroad drainage and interpretative projects are already underway.

At Herbert's Quarry, the conservation of three limekilns, two masonry and one concrete, is being carried out at this large limestone

extraction and processing site on the Black Mountain in Carmarthenshire. Initial work will concentrate on health and safety work but it is hoped to carry out further consolidation and survey work in the future.

Cae Sarah Lead Mine, near Myddfai in Carmarthenshire, retains the only Cornish Engine House in the National Park and one of only a handful surviving in Wales. A feasibility study is being carried out prior to seeking funding for the consolidation and interpretation of this important monument.

Cambrian Archaeological Projects Ltd have been undertaking archaeological excavations on the site of the W.R. Davies Garage, Salop Road, Welshpool, prior to a housing development by Jennings Homes Ltd. Following the demolition of the garage and removal of the concrete floor slab it was found that a major part of four limekilns survived to a depth of 2.3 metres below ground level. To the south east of the kilns a dry dock, contemporary with the construction of the canal in the last decade of the eighteenth to early nineteenth century, was also located. The kilns are also of this date, the earliest of which is the westernmost kiln, composed of stone walls bonded with a white lime mortar and a stone vaulted ceiling. The structure has undergone later alterations when it was turned into a storage building. Only parts of the original kiln structure and fragments of its loading cone remain. Three other kilns were added to the east and these are extremely well preserved as sub surface features. Two loading cones were revealed in the central area of the site linked by a central brick vaulted entrance where the lime would have been raked out from the base of the cones and stored prior to later transport along the canal. The two cones show evidence of being relined during their working life. The easternmost kiln consists of a single loading cone accessed by a stone walled entrance with red brick vaulting. This kiln would also appear to date to the early part of the nineteenth century and at the northern end of this kiln the remains of a lean-to structure that was used for storage, has been revealed along with an access road to the site as a whole.

The earliest kiln was partly dismantled in the late nineteenth



century and converted to a cellar for a house which appears on the 2nd edition Ordnance Survey map. The access/charging ramp for the kilns was approached from the canal on the south side and due to the proximity of the kilns to the canalside the structures were actually sunk into the ground and the draw holes accessed by a subterranean ramp. The reason for this was to allow easy access up the ramp which would have been too steep if the kilns were built up from ground level. The kilns were demolished in the 1920s when a garage and forecourt were erected on the site. The dry dock side walls have been partly robbed but its full length and width can be traced on the ground. The original wooden sluice gates and cast iron gate fixings survive intact. To the north of the dry dock traces of two ovens for heating bitumen for caulking the barges were located and another rectangular building foundation which probably represents a repair workshop. The dry dock was backfilled in the 1940s during garage construction for the W.R. Davies Garage which replaced an earlier 1920s garage. The excavation work is due to be completed by the end of October.

Brian Malaws of The Royal Commission on Ancient and Historic Monuments in Wales is due to present a short paper on Post medieval and industrial east and northeast Wales at the East and Northeast Wales Archaeological Research Assessment Seminar to be held at Welshpool on 26 October. The multi-period seminar is part of the Research Framework for the Archaeology of Wales for which a Steering Group has been established to promote the development of a research framework for the archaeology and historic environment of Wales. The seminar at Welshpool is one four regional research assessment seminars; the other three to be held at a future date in Carmarthen, Bangor, and Cardiff. The objective of these seminars is to interrogate and interpret the archaeological resource in order to evaluate strengths, weaknesses and biases in the record. This will be used to inform the development of a research agenda and strategy for the archaeology and historic environment of Wales. The day seminar at Welshpool is period and thematic based and will deal with the counties of Flintshire, Denbighshire, Powys, Wrexham and

the eastern part of Conwy (i.e. the former counties of Clwyd and Powys). Post medieval and industrial papers will similarly be presented at the three forthcoming seminars.

Pat Frost

## North of England

This summer has seen the loss of two sites in the north of England. The Blue Circle cement works in Weardale which dominates the valley with its massive chimney closed in early August. The site is to be cleared although the fate of chimney, which is a local landmark, has not yet been decided.

The other site to go is the Blenkinsopp drift mine at Greenhead in Northumbria on the A69. This was originally a nineteenth-century mine with a date stone of 1842 over the drift entrance. The drift was driven by Messrs. Foster and Dixon, who were leasing the colliery from Col. J. B. Coulson. Coal production in quantity started in 1847. The mine worked the Little Limestone coal, in a seam about 5ft 6ins thick. Again the whole site is to be cleared by October 2002. This will leave only one small drift working in the north Pennines at Ayle just north of Alston.

The good news comes from the North Pennine Heritage Trust, who have purchased the Brewery Shaft and the buildings around the top of the shaft, to compliment the rest of their site at Nenthead. The shaft was originally adapted in the early 1840s from an un-named sump to connect to the surface and the Rampgill Horse Level to provide ventilation to the forehead of the Nent Force Level. Its main use started when the Vielle Montagne Zinc Co. started to use the shaft as a means of producing compressed air for use in the mines. A 70ft high tower was built over the shaft and water led into a 20ft high tank on the top of it from Smallcleugh Dam. From here the water fell 400ft in twin 9ins pipes tasking in air at the top trough 'snore' holes. At the bottom of the shaft the pipes entered a 14ft high receiver vessel. Here the air rose to the top of the vessel and the waste water was vented back up the shaft in a 12ins pipe to an open collection tank at the Rampgill Horse Level. This rising column created sufficient back pressure to compress the air to 90 lb per square inch. The water then descended the shaft again in a 9ins pipe to drive a large pelton wheel working two compressors.

The shaft itself is 328ft deep and 12ft diameter and concrete lined throughout. Since acquiring the site, the trust have carried out conservation work including a new concrete collar for the shaft and repairs to the main building at the top. A wooden extension has been built over the shaft top, allowing visitors to view the shaft which now has powerful lights suspended down it. Further details of the history of the shaft and the Nent Force Level are available in the trust's latest book *The Nent Force Level and Brewery Shaft* by Peter Wilkinson, available at Nenthead.

Also new this year at the Nenthead site is the power of water display. This is an interactive display using a series of large water wheels, each driven in a different means (overshot, undershot, etc) to power different types of reconstructed machinery such as stamps, blowing engines, etc. This provides great entertainment for children as they can pull the levers to make the waterwheels work, leaving you time to view the rest of the site undisturbed.

Graham Brooks

## 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

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### Region 3: NORTHERN ENGLAND

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### Region 4: YORKSHIRE AND HUMBERSIDE

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### Region 5: NORTH WEST ENGLAND

Lancashire, Merseyside, Greater Manchester and Cheshire  
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### Region 7: WEST MIDLANDS

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### Region 12: SOUTH EAST ENGLAND

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### Region 13: WEST OF ENGLAND

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Mike Bone, Sunnyside, Avon Close, Keynsham, Bristol BS18 1LQ

### Region 14: SOUTH WEST ENGLAND

Devon and Cornwall  
VACANT

## Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

*BW Monthly*, July, August & September 2002  
*BIAGscope*, 53 & 54, Spring & Summer 2002  
*Brewery History*, 107 & 108, Spring & Summer 2002  
*British & Irish Archaeological Bibliography*, 6/1, April 2002  
*Cumbria Industrial History Society Bulletin*, 52 & 53, April & August 2002  
*Cumbrian Industrialist*, 4, 2002  
*Do.co.mo.mo – documentation and conservation of buildings, sites and neighbourhoods of the modern movement Journal*, 26, December 2001  
*Dorset Industrial Archaeology Society Newsletter*, 2 & 3, January & May 2002  
*Focus on Industrial Archaeology* (Hampshire Industrial Archaeology Society), 58, June 2002  
*Friends of St. Aidan's BE1150 Dragline Newsletter*, 25, March 2002  
*GLIAS Newsletter*, 199-201, April-August 2002  
*Greenwich Industrial History*, 5/2-3, March-July 2002  
*Hampshire Industrial Archaeology Society Journal*, 10, 2002  
*Hampshire Mills Group Newsletter*, 57 & 58, Summer & Autumn 2002  
*Industrial Archaeology North West*, 1/1, 2001  
*Industrial Heritage*, 28, Spring 2002  
*Lancashire History Quarterly*, 6/1 & 6/2, Spring & Summer 2002  
*Manchester Region Industrial Archaeology Society Newsletter*, 99 & 100, May & August 2002  
*The Milestone Society Newsletter*, 1 & 2, July 2001 & January 2002  
*The Mundling Stick*, 8/2, Summer 2002.  
*PHEW Newsletter*, 94, June 2002  
*SAVE Britain's Heritage Newsletter*, April/May 2002  
*Scottish Industrial Heritage Society Bulletin*, 23, August 2002  
*Society for Industrial Archeology Journal (USA)*, 31/2, Spring 2002  
*Somerset Industrial Archaeological Society Bulletin*, 90, August 2002  
*Suffolk Industrial Archaeology Society Newsletter*, 78, August 2002  
*Surrey Industrial History Group Newsletter*, 124, 126, 127 & 128, November 2001, March, May & July 2002  
*Sussex Industrial Archaeology Society & Sussex Mills Group Newsletter*, 112-115, October 2001 – July 2002  
*Sussex Industrial History*, 32, 2002  
*TICCIH Bulletin*, 17, 2002  
*WaterWords*, (news from Hereford Waterworks Museum), Spring/Summer 2002  
*Worcestershire Industrial Archaeology & Local History Society Newsletter*, 22 Summer 2002  
*Yorkshire Archaeological Society, Industrial History Section Newsletter*, 55, Spring 2002  
*Yorkshire History Quarterly*, 7/4, May 2002

## Books Received

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

*The Calder and Hebble Navigation*, by Mike Taylor, Stroud: Tempus Publishing, 2002. 128 pp, 199 illus. ISBN 0 7524 2755 5. £12.00.

Yorkshire's River Calder between Wakefield and Sowerby Bridge was made navigable in the 1770s to the designs of John Smeaton. Soon after, with the construction of the Rochdale, Huddersfield and Huddersfield Narrow canals, the Calder became part of the Mersey-Humber trade route. Trade was brisk for many years but by the 1940s the canal was in decline; the Halifax branch was closed and surrounding canals abandoned. However, commercial traffic continued until 1981 when shipments to Thornhill Power Station ceased. Illustrations include photographs of canal boats, canal furniture, activity on the many wharves, and maps, all recording the experiences of those who worked on the waterway.

*Eight Centuries of Milling in North East Yorkshire*, by John K. Harrison, North York Moors National Park, 2002. 295 pp, many illus. ISBN 0 9074 8087 X. £18.50. Available (+ £4.50 p&p) from North York Moors National Park, The Old Vicarage, Bondgate, Helmsley, York YO62 5BP.

Winner of the 2002 AIA Initiative Award this remarkable study is the result of 30 years of research. It covers sites, buildings and machinery, with measured drawings and a gazetteer for over 150 water mills, 70 windmill sites. The geographic and economic background and history of milling are covered from 1086 to the end of the nineteenth century. In this geographically diverse region different responses to the problems of corn milling varied from the moorland dales to the estuarine lowlands.

*King Edward Mine: An Illustrated Account of Underground and Surface Operations 1897-2001*, by Tony Brooks & John Watton, St Austell: Cornish Hillside Publications, 2002. 132 pp., 145 illus. ISBN 1 900147 27 0 hardback. £20.99. ISBN 1 900147 26 2 paperback. £17.99.

A fully illustrated account of the establishment in 1897 and working of the King Edward Mine as a surface and underground training mine for the world-famous Camborne School of Mines. Historic photographs include underground scenes down to the second half of the twentieth century. The book describes in a clear manner how underground mining and surface mineral dressing equipment worked. Since becoming redundant, the historic surface buildings, have been refurbished to include a museum and a tin ore dressing mill, complete with the original Californian stamps and restored equipment such as a round buddle, round frame and sand table. The site opened as a museum earlier this year. The many historic photographs are well produced and the problems of early underground photography are also discussed.

*Shipping of the River Forth*, by William F. Hendrie, Stroud: Tempus Publishing, 2002. 128 pp, 200 illus. ISBN 0 7524 2117 4. £12.99.

Delegates at this year's AIA conference at Edinburgh with an interest in ports and shipping should find this publication appealing. Historic photographs from the nineteenth century to 2001 and informative captions describe the navigation, shipping and port facilities on both banks from Stirling to the mouth of the Forth. Large ports such as Grangemouth and Leith are seen in contrast to places like the picturesque fishing port of Pittenweem. Shipbreakers were once a common sight, with yards at Bo'ness, Alloa and Rosyth in operation demolishing old ships, including such famous liners as the four-funnelled Cunarder *Mauretania*, which is seen arriving under her own steam. The Forth Bridge, shipbuilding, naval activities and lighthouses are also covered.

## Short Notices

*Disasters on the Severn*, by Chris Witts, Stroud: Tempus Publishing, 2002. 160 pp, 116 illus. ISBN 0 7524 2383 5. £12.99.

The lower reaches of Britain's longest river, once important for trade, are dangerous waters. The Severn is famous for its bore and its impressive tidal range and has been the scene of many an accident and mystery. The book

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covers the famous Severn Bridge Disaster of 1960, when oil barges brought down two spans and brought about the long railway crossing's closure and demolition. This was in fact the second disaster involving the bridge. Oil barges encountered many mishaps, grounding and sinking on voyages between Avonmouth, Sharpness and Worcester, and even down channel to Swansea. Other incidents include serious floods along the river.

**The Festiniog Railway from 1950**, by Andrew Wilson, Stroud: Tempus Publishing, 2002. 128 pp, 234 illus. ISBN 0 7524 2397 5. £12.00.

The Festiniog Railway was opened in 1836 to carry slate from Blaenau Ffestiniog's quarries to the shipping quays at Portmadoc. Originally powered by gravity and horses, steam had come to the line by 1863. After a period of decline in the early twentieth century, the Second World War saw the closure of the line and it lay neglected and vandalised until 1950. Steps to preserve the line became a reality by 1954 and today it is one of the best known of Wales' narrow gauge railways. The collection of photographs in this book records the years of preservation and development along the line up to 2001, illustrating locomotives, rolling stock, stations and activities along the track during this half-century period.

**Irish Sea Shipping Publicised**, by R.N. Forsythe, Stroud: Tempus Publishing, 2002. 160 pp, 231 illus. ISBN 0 7524 2355 X. £16.99.

This book approaches the history of shipping services in the Irish Sea through the use of publicity material to give an insight into the way the shipping companies viewed both themselves and their customers. Using original guide books, posters and pamphlets (some in colour), as well as photographs, the author considers Irish Sea trade from Swansea in South Wales to Campbeltown in the west of Scotland, and from Cork to Londonderry, and the Isle of Man services. Some famous companies include Burns & Laird, British & Irish ferries, Sealink, P & O and Stena.

**Major articles from the Manchester Region Industrial Archaeology Society Newsletter**, 1998-2002. 24 pp, illus. £2.50 incl. p+p from David George, 30 Kingsway, Worsley, Manchester M28 7FD.

Six articles have been reprinted in this A4-sized compilation: 'Industrial Archaeology of Greater Manchester' (1998), by A D George; 'Mill Architects' (1998) and 'The End of Swan Lane Mills, Bolton' (2002), by Roger Holden; 'The life and works of Daniel Adamson' (1999) and 'Francis William Crossley, 1839-1897' (2001), by Bernard Champness; and 'Edward Bury (1794-1858)', by Michael R Bailey (2000).

**Newtown: The growth of an industrial suburb in the nineteenth century**, by Derek Brumhead, New Mills Local History Society Occasional Paper 12, 36 pp, 12 photos. £3.50 incl. p+p from Editor NMLHS, Ron Weston, 'The Thorns', Laneside Road, New Mills, High Peak, Derbyshire SK22 4LU.

Newtown, an industrial suburb of the early cotton textile town of New Mills, grew up around a second generation of steam-powered cotton mills beside a canal. Early maps and photographs show the developments here. The role of communications, canal and turnpike and railway, with the high-level road bridge linking New Mills with its satellite, receives particular attention.

**Walks from Welsh Heritage Railways**, by Dorothy Hamilton, Llanrwst: Gwasg Carreg Gwalch, 2002. 142 pp, 27 maps, 16 illus. ISBN 0 86381 771 8. £4.50. Available for £5.50 from the publisher at 12 lard yr Orsaf, Llanrwst, Dyffryn Conwy, LL26 0EH.

Some 26 walks from ten heritage railways are described in this pocket-sized book, each with a sketch map, directions and with some historical background. The walks are circular from a station or between stations and range from 2 to 7 miles in length. They are based upon the Vale of Rheidol, Talyllyn, Fairbourne and Barmouth, Ffestiniog, Welsh Highland, Snowdon Mountain, Llangollen, Bala Lake and Welshpool and Llanfair Railways as well as the Great Orme Tramway.

**Work in the Woods: Dean's Industrial Heritage**, by Chris Morris, Longhope: Tanners Yard Press, 2002. 72 pp, illus. ISBN 0 9542096 0 5. £11.99 incl. p+p from the publisher at Church Road, Longhope, Gloucestershire GL17 0LA.

The graphic yet informative images in this book are a visual celebration of the Forest of Dean's industrial past. Subjects include pre-Roman iron

diggings, the mines and furnaces of the iron industry, transport infrastructure, quarries and the free miners who are still getting coal today. The book can serve as a guide to the industrial archaeology and a location map and grid references to more than 60 sites are provided.

## PUBLICATIONS NEWS

Further news of IA interest is given here.

### British and Irish Archaeological Bibliography

With effect from Volume 6/1 the above publication has been re-designed and the cost reduced by over 50%. Institutional subscriptions have also been reduced by 20%. From early 2003 this powerful research resource will be online with access to a structured database of nearly 200,000 bibliographic records dating from 1695AD to the present day. A trial version is already available for 2000 and 2001, log on to <http://www.biab.co.uk>

Subscribers to Volume 7 will receive both hard-copy editions plus full online subscriber access for the amazingly low price of £20 for individuals and £80 for institutions. Subscription address: biab, The British Academy, 10 Carlton House Terrace, London SW1Y 5AN, or email: [info@biab.ac.uk](mailto:info@biab.ac.uk)

### Railway Archive

Lightmoor Press has published the first edition of **Railway Archive** (ISSN 1477 5336), a new journal for British railway history, aimed at the general enthusiast, historian and modeller. It is produced to the same standard as the acclaimed *Archive*, the quarterly journal of industrial and transport history, now in its ninth year of publication. Editors Neil Parkhouse and Ian Pope believe there is room for a quarterly railway journal that is prepared to look at all aspects of railway history. It is intended to publish three issues a year. As with *Archive*, it is packed with photographs and maps reproduced to a good standard. Issue No.1 includes articles on Birmingham Moor Street, railway photographs of E. Pouteau, exchanging tablets, locomotives designed by committee, the North Staffordshire Stoke Works and railway postcards of Glamorganshire. Subscription for three issues (one year) is £26.00, including p&p, from Lightmoor Press, 47-49 High Street, Lydney, Glos. GL15 5DD. Editorial address is 'The Bucklands', 80 Tutnalls Street, Lydney, Glos. GL15 5PQ, ☎ 01594 843927, E-mail: [neil@archiveshop.co.uk](mailto:neil@archiveshop.co.uk).

### A history of SUIAG

It is never a bad thing to reflect on past achievements and the list is distinguished in **Southampton University Industrial Archaeology Group, 1968-2001: A History** (2002) which has been compiled by Edwin Course, with help from Laurie Wing and others. The booklet traces the history of SUIAG (as it became known) from its foundation in 1968 until 2001 when its name changed to the Hampshire IA Society. Short chapters set out the development of the Group, the surveys undertaken by members, and activities such as study tours and the rescue and restoration section (known as the 'heavy gang'). Past officers are listed and as far as possible all monthly lectures are recorded, and an impressive list is given of the Group's publications. Many other societies can only aspire to these achievements. Details can be obtained from Dr E.A. Course, 18 Craven Road, Chandlers Ford, Eastleigh, Hants SO53 2HD.

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## 20-24 JANUARY 2003 FIRST INTERNATIONAL CONGRESS ON CONSTRUCTION HISTORY

at Madrid, aiming to promote construction history as a legitimate field of study and to determine its role in the future. Registration forms and further information available on the congress website: [www.aq.upm.es/construction-history/](http://www.aq.upm.es/construction-history/)

## 5 APRIL 2003 SERIAC

the South East Region Industrial Archaeology Conference, at University of Greenwich, Royal Naval College, Greenwich. Hosted by GLIAS. Advance notice only. No further details available.

**12-13 APRIL 2003  
AIA IRONBRIDGE WEEKEND**  
the annual Affiliated Societies Weekend at Ironbridge. Advance notice only. Details and booking form will be mailed with the next IA News.

## 10 MAY 2003 SWASWRIAC

the South West and South Wales Region Industrial Archaeology Conference, at the Town Hall, Devizes, Wiltshire. Advance notice only.

## 17 MAY 2003 INDUSTRIES OF SOUTH YORKSHIRE

at Grenoside, a day school to mark the 70th anniversary of the South Yorkshire Industrial History Society and its forerunners. Details from Chris Morley, ☎ 0114 246 2629.

## 29 MAY – 1 JUNE 2003 MONTREAL INDUSTRIAL HERITAGE: A CONTINENTAL AND TRANS-OCEANIC TURNABLE, 1850-2000

at Montreal, the 32nd annual conference of the Society for Industrial Archeology. Details on SIA web site [www.ss.mtu.edu/IA/sia.html](http://www.ss.mtu.edu/IA/sia.html), or contact James Bouchard, ☎ (514) 251-5148, Fax: (514) 251-5126, E-mail: [jamesb@aei.ca](mailto:jamesb@aei.ca).

**CALL FOR PAPERS.** You are invited to submit a proposal for the paper sessions on Saturday, 31 May 2003 no later than 15 November 2002, to: Louise Trottier, Canada Science and Technology Museum, 2380 Lancaster Road, P.O. Box. 9724, Station T, Ottawa, ON, CANADA K1G 5A3, ☎ (613)991-6705. Fax: (613)990-3636; E-mail: [ltrottier@nmstc.ca](mailto:ltrottier@nmstc.ca), from whom details can be first obtained.

## 5-11 SEPTEMBER 2003 AIA ANNUAL CONFERENCE IN SOUTH-EAST WALES

at Cardiff, with a full programme of lectures, awards and field visits. Advance notice only but make a note in your diary.

## 24-26 SEPTEMBER 2003 ARCHAEO-METALLURGY IN EUROPE

at the Museo Nazionale della Scienza e della Tecnologia 'Leonardo da Vinci', a conference to share information on all aspects of the history of iron and copper metallurgy in European countries, from origins to the early eighteenth century. Topics include mines, ancient ores and refractories, foundries, forging, metal finishing, history of metallurgy, and conservation science. Abstracts of prospective papers to be submitted by 16 December 2002. Further information from website: [www.fast.mi.it/aim/archeo.htm](http://www.fast.mi.it/aim/archeo.htm) or at Associazione Italiana di Metallurgia, P.R. Morandi 2 – 20121 Milano, Italy, ☎ + 39 02 76397770, Fax: + 39 02 76020551, E-mail: [aim@fast.mi.it](mailto:aim@fast.mi.it).

*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](http://www.industrial-archaeology.org.uk)*

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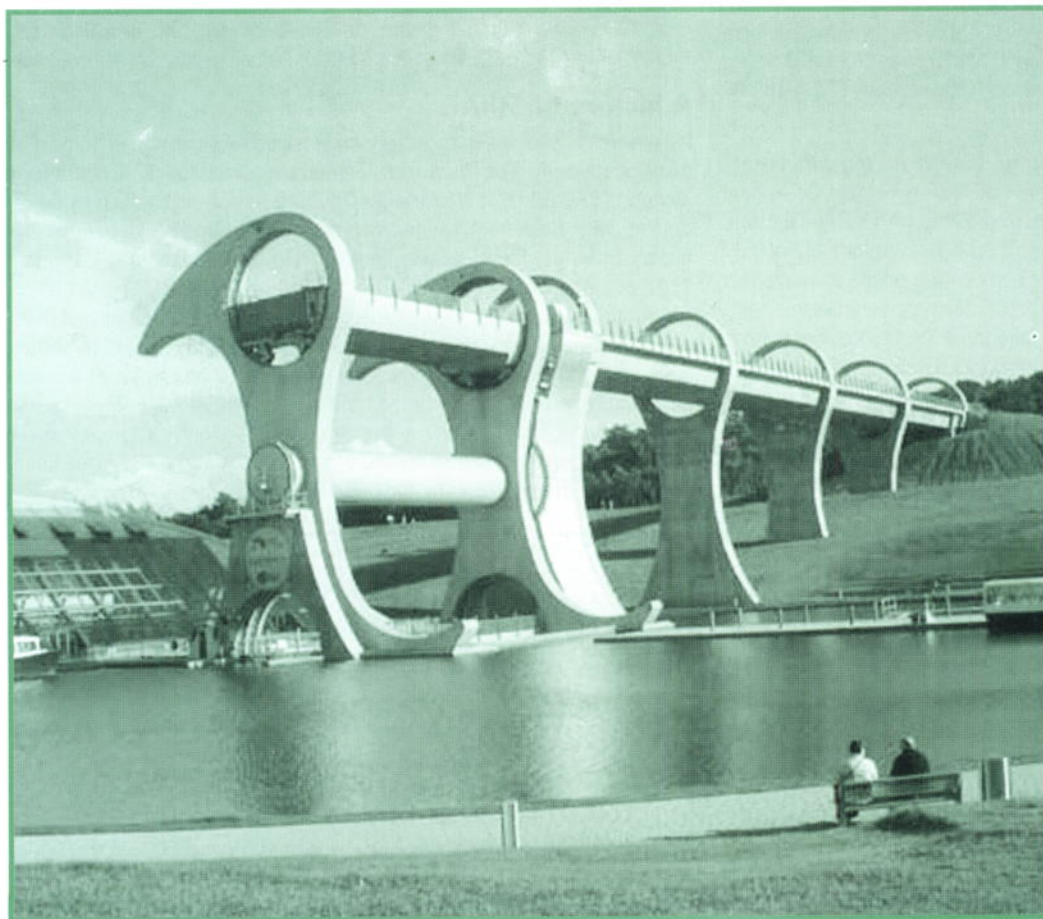
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*The AIA was established in 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist survey groups and bodies involved 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.  
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*The views expressed in this bulletin are not necessarily those of the Association for Industrial Archaeology.*



The Falkirk Millennium Wheel from the lower canal basin (see page 2)

Photo: Laurence Draper