

INDUSTRIAL ARCHAEOLOGY NEWS

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THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

FREE TO MEMBERS OF AIA



AIA's Belgium tour • Ticknall potteries • the President calls • Big Pit prize
North Sea oil recording • regional news • publications



INDUSTRIAL ARCHAEOLOGY NEWS 134 Autumn 2005

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The AIA visit to Belgium

The AIA tour took place on 18-22 April 2005, when a party of 31 members of the AIA and its affiliated societies visited a number of varied industrial archaeological sites in Belgium. As always our sincere thanks go to Paul Saulter for his impeccable arrangements, but also to Sue Hayton for providing the tour notes and acting as guide and Paul the driver for good temperedly overcoming the inevitable problems of visiting IA sites.

David Alderton

On a somewhat soggy Monday morning our party gathered on a pavement near Victoria awaiting the coach, and then an untroubled run to Dover saw us catching an earlier than booked ferry, albeit one delayed by berthing problems at Calais. Once in France we made for our first site, the Les Fontinettes boat lift in Arques, just outside St Omer. Here we picked up the final member of the party, and visited the little display and museum within the buildings of the lift. This lift is very much 'son of Anderton', and used hydraulic power until it was replaced by a modern deep lock in 1967 and went out of use. Unfortunately most of the machinery was not accessible, but the structure is indubitably impressive and was easy to view.

The following day we first visited Le Grand Hornu to view the impressive remains of a very early planned coal and iron-working township. Between 1816 and 1835 a remarkable architect-designed central workshop area in Neo-Classical style was erected, with furnaces, foundry, engineering workshops, stabling and vehicle sheds united into a very grand design. There is certainly nothing like it in Britain. Fortunately, when the complex closed in 1954 and the colliery

buildings were demolished, the central buildings survived and after considerable tribulations and decay have been restored or at least consolidated. Less fortunately, very little survives to illustrate the industrial functions of the buildings, which are either empty shells or converted to art gallery, conference centre and offices. A video presentation does give some idea of the site when working.

Surrounding the central complex is a substantial planned village of 425 houses of a far higher standard than normal either in Belgium or Britain at this time, or, indeed, much later. Each house had six rooms, a garden and its own toilet, with a well and oven for every ten houses. Later additions to the estate included a school, library, baths, hospital and communal hall, and there are two open squares. The village survives more or less intact, though the houses are now in multiple ownership with individual 'improvements' which partially conceal the unity of design.

In the afternoon we visited a working quarry at Carrieres du Hainaut. This extracts Belgian blue limestone, or 'Pierre bleue' from a quarry 200 hectares in area and 100 metres deep. First opened in 1888, it takes out 140,000 cubic metres a year. Most of this is sawn into slabs on site by giant multiple saws, and then cut down to standard sizes. For decorative use these are then highly polished. Our guide had good English, and so the tour took longer than anticipated because of the questions asked and everyone's fascination with the massive machinery.

On Wednesday morning we visited the mine and village at Bois de Luc. Here the mine buildings largely survive and are now an ecomuseum. Unfortunately, our application for a tour had been refused, though in practice we could wander freely around many of the ancillary



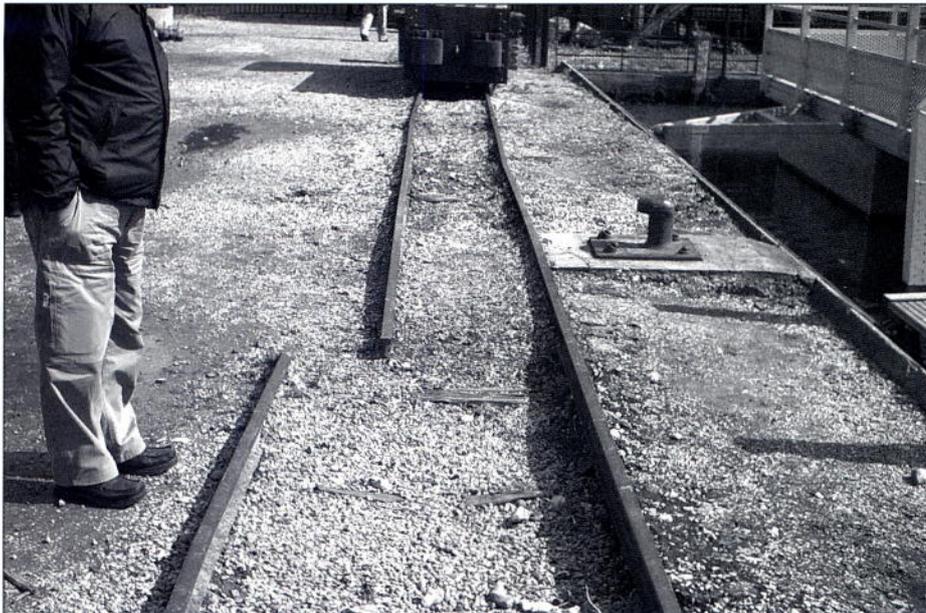
Les Fontinettes boat lift, Arques

Photo: Stephen Miles

COVER PICTURE

Koepe winding tower at Peronnes colliery, Belgium, visited by the AIA. See this page

Photo: Stephen Miles



A railway puzzle at Les Fontinettes boat lift

Photo: Tony Yoward



Foundry and assembly shop, Grand Hornu

Photo: Stephen Miles



Canal boat lift at La Louviere

Photo: Michael Messenger

buildings and exhibits. The mine itself was sunk between 1835 and 1846, when production started. It closed in 1959. The mine buildings are well preserved, the most unusual feature being the gates: twin iron towers in each case, with a lifting door between them. However, the village of 162 houses was well worth seeing. All the houses are owned by a co-operative and had been recently restored in a consistent style, and the uniformity was impressive. Again, the housing quality was quite good, though not up to Grand Hornu. A school was provided, a park with grandstand and a Salle des Fetes. This we managed to enter to find a very impressive hall/theatre, with a capacity of 1,000. This had replaced the original hall in 1923. Despite a group of ladies rehearsing for a spring concert we were given a guided tour, at the end of which Mike Bone found himself making a speech of thanks. Fortunately one of our party had good enough French to help him out!

Lunch was taken at the next site, the Cantine des Italiens, where a rather ramshackle set of huts had been erected to accommodate some of the 77,000 Italian workers recruited between 1946 and 1949 to solve a severe labour shortage in Belgium's mines. Two of these had been furnished to show the conditions of the workers. A communal restaurant still serves very good food with a marked Italian bias. Indeed, in both Mons and Charleroi the number and quality of Italian restaurants was very noticeable, and many of the party patronised them for an evening meal.

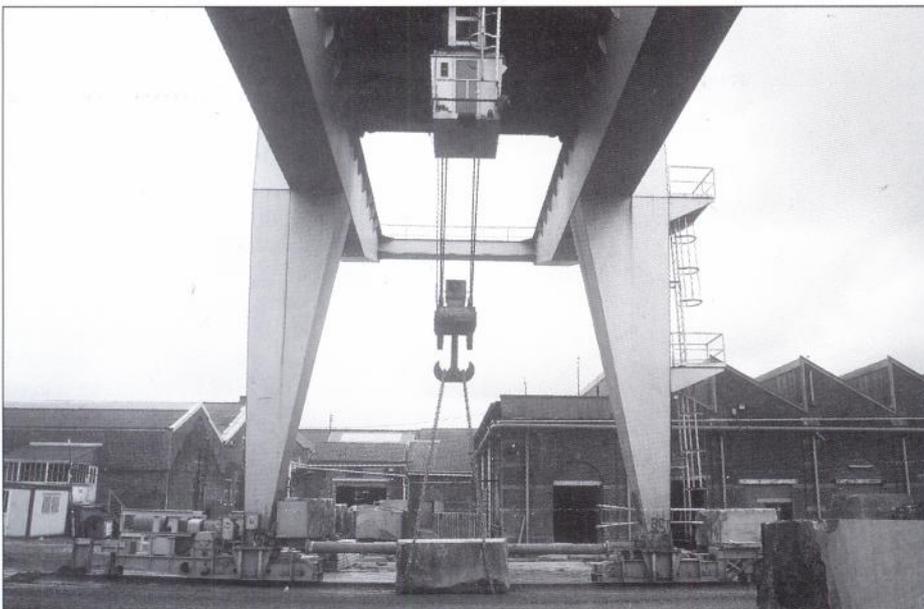
In the afternoon canals took over, first visiting the four boat lifts at La Louviere, again of the Anderton hydraulic type. These lifts are on the Canal du Centre, the need for which was agreed as early as 1810. However, political and technical problems delayed completion for over a century. The main technical problem was a fall of nearly 90 metres in a district where surface water was very scarce, which made conventional locks unsuitable. Anderton offered a solution, and the first lift was completed in 1888. However, further progress was impeded by abandoned mines and shafts along the route, and not until 1909 did work on the final three lifts recommence. The First World War probably hastened completion, as the Germans took over the project to improve the transport of supplies to their front line, and the canal opened in 1917.

Sadly, the flight has been out of use since 2001 when the top lift was severely damaged after an equipment failure led to one caisson beginning to rise while a peniche was leaving it, the boat jamming underneath the raised gate. However, funds have at last been found to restore the lift, and work commenced a few weeks before our visit, though it is likely to take three years to complete. Some of the party walked down to the next lift, noting a preserved electric locomotive used for towing boats between the lifts en route. Helpfully, the numerous information panels all have an English translation. Lifts two and three are close to each other and between them stands a building housing the hydraulic machinery to power both lifts. We were shown around this, which contains the original turbine pumps and



Viewing the extensive workings of the Hainaut blue limestone quarry

Photo: Michael Messenger



Travelling crane at the Hainaut quarry

Photo: Stephen Miles



Colliery workers' housing, Bois de Luc

Photo: David Alderton

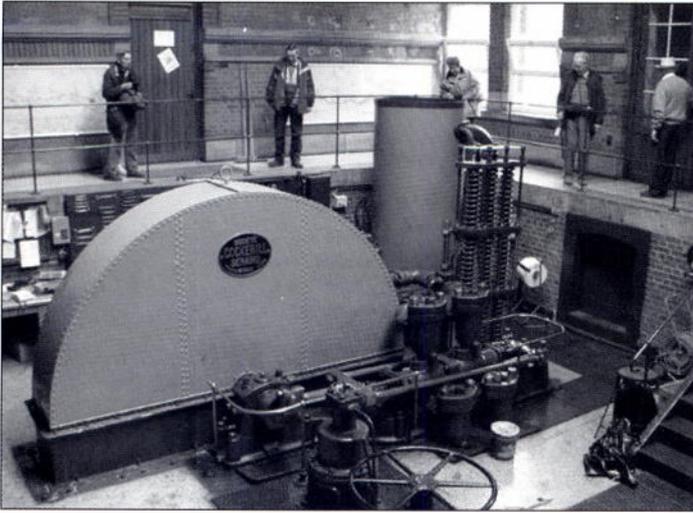
hydraulic accumulators, made by Cockerill of Seraing, which are still used. Some idea of the scale of each of these lifts is given by the loaded weight of each caisson of over 1,000 tons and a rise of well over 50 feet. Quite properly, the four lifts are now a World Heritage Site.

For commercial traffic the flight has been replaced with a new cut and aqueduct leading to the Strey-Thieu Canal Lift. This huge structure can lift or drop 1,350-ton barges through a height of over 73 metres. The new link took nearly 40 years to build, finally opening in 2001. We drove round this, but did not go over it, preferring to make for the inclined plane at Ronquieres before it closed to visitors. This was opened in 1962 and raises 1,350-ton barges up 68 metres, using caissons hauled up a 1,432 metre incline rather than a direct lift. It also has a 125-metre high tower at the top which affords incredible views even on the rather hazy day we were there, and is a popular tourist destination. Power comes from electricity turbines fed from the upper level.

On Thursday, after a brief look at the site where Ernest Solvay first manufactured soda (only the large 1930s social centre remains), we proceeded to another coal mine, Bois du Cazier. Here the headstocks and some mine buildings are preserved and are in part a rather nice and well explained museum collection illustrating the history of industrial development in the area. The other part is an account of, and memorial to, Belgium's worst mining disaster in 1956 when 262 Belgians and Italians died in a pit fire caused essentially by sloppy working practices and a management little concerned with safety. The history and causes of the disaster are well explained and there is moving testimony from some of the survivors and rescuers. Like most of the sites we visited, there are English explanations.

The rest of the day consisted of brief visits: to the fine Gothic Binche Station, to the dramatic ruins of a giant reinforced concrete coal washing plant at Perennes, built under the Marshall plan, to a 1920s brewery (sadly no longer brewing) and to admire – and get filthy from – the enormous steel works in Charleroi. We saw this from every angle: the Charleroi gyratory traffic system is indeed a wonder.

Our final day had only one visit, to Claeysens gin distillery at Wambrechies. Unfortunately it had stopped working for the summer and, like similar visits in Britain, the presentation was well polished but simplistic, with limited opportunities for questions. However, there was some interesting old equipment in a distillery which opened in 1817 using a then new technology. One oddity was that they now seem to be producing whisky in the same stills, the only apparent difference being the ingredients. As always the sampling session was popular, with most interest in the many flavoured gins made as appetisers rather than liqueurs. An early finish made time for a late elevenses drinking coffee and eating cream cakes by the nearby river while watching the peniches pass on a beautiful sunny day. It was then time to set off home, arriving at Victoria virtually on the dot.



Inspecting the pumping equipment to power the hydraulic machinery of three of the lifts at La Louviere
Photo: Peter Brown



Colliery headstocks at Bois du Cazier

Photo: Michael Messenger



The preserved site at Bois du Cazier

Photo: David Alderton

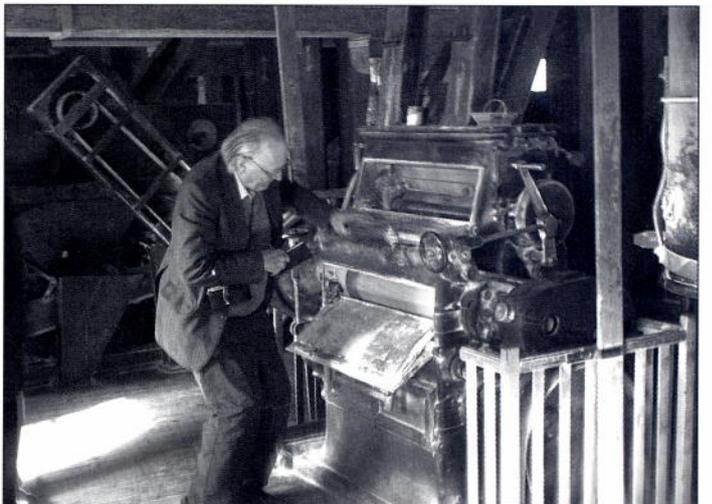


The 1900s railway station at Binche

Photo: Stephen Miles



Why they really went to Belgium. Gin-tasting at the Claeysens gin distillery, Wambrechies
Photo: Peter Brown



A quiet moment studying the roller mill at the Claeysens Distillery

Photo: Tony Yoward

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www.industrial-archaeology.org.uk

Our website contains information on the Association for Industrial Archaeology, including Membership, Abstracts of *Industrial Archaeology Review*, Awards, Conferences, Affiliated Societies and Sales. The Diary gives notice of events, day-schools and conferences, often in more detail than can be published in *Industrial Archaeology News*. Links give access to other societies, museums and organisations in the world of industrial archaeology.

Ticknall potteries and Ashby industries

The 68th East Midlands Industrial Archaeology Conference held in Ashby de la Zouch on 16 October 2004 was hosted by the Leicester Industrial History Society. The Ticknall potteries and Ashby industries were given a thorough treatment by the conference speakers, followed by visits to sites around Swadlincote.

Mark Sissons

The first speakers of the day were Janet Spavold and Sue Brown who gave a joint presentation on Ticknall Pottery from the fifteenth to the nineteenth century. The industry in Ticknall developed before the Staffordshire industry and both finds and records suggest that it was on a far greater scale than previously thought. The investigation has been driven by a mixture of field walking which has identified pottery waster dumps, looking at site finds from many archaeological digs, viewing thousands of probate inventories and other documentary evidence. The complete work is to be published next year. Early references to Ticknall suggest that there has been potting in the area since at least the twelfth century; the combination of good clay and coal providing the essential raw materials. In the 1540s there were seven active potteries in the Ticknall area, Staffordshire had only three in the whole county, one in Tunstall and two in Burslem. However in the seventeenth century the Ticknall area moved from seven to 12 potteries while Staffordshire increased to 67, with Burslem as the dominant centre. By the late seventeenth century Ticknall was in decline and the Stoke area was forging ahead. The Ticknall potteries never made the transition from small scale family production to large scale commercial enterprise. The numbers employed in North Staffordshire rose from 92 to 406 through the seventeenth century. The range of products produced in Ticknall was huge, everything from egg cups to chimney pots. The potteries moved from complex highly decorated Cistercian ware in the sixteenth century to basic cheap household articles in the eighteenth century with much outdoor pottery and basic useful household articles including dairy ware and butter pots for the bulk packing of butter for carriage to remote markets. Butter pots were one of the few pieces of pottery production that were legally controlled with a 20 lb pot containing 14 lbs of butter in a 6 lb pot. Naturally if the pot were heavier it contained less butter!

The potteries in Ticknall were principally built along the main street with kilns at the rear of the premises on the back crofts. Over time they spread out onto the common with a further concentration around the hamlet of Heath End. There were large clay beds to the south of Ticknall with coal in the same location and some lead mines. Initially many of the sites were freehold but over time most were acquired by the Harpur family of Calke Abbey. It has been suggested that the industry was killed by enclosure when clay could no longer be obtained from the common.

However, many leases were granted post enclosure awards. The more probable cause of the decline was that Stoke developed specialist factories with skilled workers, allied with technical innovation and proto factories for production. The Ticknall industry stagnated with businesses being passed on within a family and son continuing with the practices and techniques that their forefathers had followed. The family industry did not have access to sources of finance and did not invest in any expansion. This and relatively poor transport led to a slow but steady decline. It is fascinating to contemplate the difference between the current prestige commuter village outside Derby and what might have happened had its industry developed.

Wendy Freer spoke next on the industry of Ashby de la Zouch. Ashby was always principally a rural market town but was the centre of a substantial area of coal mining and clay extraction. Named after the Breton Zouch family in the twelfth century, its manor house was only fortified to form the present castle by the Hastings family in the fifteenth century. As with so many castles it was slighted after the civil war. The development as a market town saw typical industries with a high skill base such as jewellery and clock making emerge but the town continued to remain gentrified through the Industrial Revolution. In the 1851 census clothing and leather production were employing 19% of the town's work force. Several tanyards developed to the North West of the current town centre. Both the leather and the allied boot and shoe industry declined through the late nineteenth century in the face of the competition from South Leicestershire. The framework knitting industry, so dominant in much of Leicestershire made little impact, Felkin records 14 frames in 1844. In the 1851 census only a few glove knitters are recorded. Although a cotton mill is recorded in Bath Street at the end of the eighteenth century and ribbon manufactories were present in the town none of these developed further.

Current industries developed first from a soap works started on the site of one of the tanyards in 1892 and progressing through various owners including Croda to currently be owned by Standard Soaps, a Malaysian company. The food industry developed from the four or five mills in the town on the Gillwiska Brook and one large steam mill adjacent to the station. Biscuit production started in 1928 and grew into a large factory producing McVities biscuits and KP foods. Employment peaked at over 2,000. The food industries were further represented by a large plant which currently produces Tetra Packs. Small agricultural implement manufacturers and ironmongers emerged in the nineteenth century, some of which still survive today as agricultural machinery dealers.

The final speaker was Geoff Purseglove on the Ashby Canal, past, present and future. 2004 is the bicentenary of the opening of the Ashby Canal. Initially the canal was a relative failure. The

development of the North West Leicestershire coalfield provided financial stability for the canal for many years but was ultimately the cause of the failure of the northern stretches. The canal company sold out to the Midland Railway in 1846. Progressive acute damage at the northern end caused its closure, initially at Moira but then progressive abandonment to Donnisthorpe, Measham, Illot Wharf and ultimately to the middle of a field north of Snarestone. The Ashby Canal was then designated a remainder waterway but determined work by a group of enthusiasts who formed the Ashby Canal Society led to the continuation of commercial coal carrying from Gopsall Wharf through to the paper mills at Aspley on the Grand Union Canal. Progressive rebuilding has now produced nearly 2 miles of isolated but navigable canal at the northern end around Moira and currently a transport and works act for the length from Snarestone to Measham is moving steadily forward.

In the afternoon visits were made to sites in South Derbyshire. Janet Spavold led a walk around the potteries on the edge of the common between Swadlincote and Church Gresley. This area has seen its profile dramatically reshaped by successive rounds of coal and clay extraction to the extent that the current contours bear no resemblance to those of over two centuries ago. At the southern edge of the area a group of potteries survive still producing sanitary ware and earthen ware including Greens characteristic blue and white striped Cornish ware. These works incorporate five surviving bottle kilns. The drive into Swadlincote passes the currently sadly derelict showroom of the Bretby Art Pottery.

In the centre of Swadlincote the former derelict works of Sharpe's pottery has been successfully converted by a charitable trust into a museum, visitor and community arts centre. Those attending the conference were treated to a brief history of the emergence of the South Derbyshire pottery industry. Sharpe's itself had principally produced sanitary ware with its fame coming from the development of the rim flow flush now standard on most water closets. They exported sanitary ware all over the globe. The South Derbyshire area was the major UK producer of the many thousand miles of vitreous and salt glaze clay pipes used in Victorian sewers.

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President's Award 2004

Following visits on last year's conference, the new AIA President's Award and the Initiative Award were presented by Prof Angus Buchanan on 26 April 2005 at Apsley Mill Cottage, the business and conference centre of Apsley Paper Trail. Great Dunmow Maltings received the President's Award, while the Apsley Paper Trail were presented with the AIA Initiative Award and a certificate. We are grateful to the Paper Trail and CEO Jacky Bennett for hosting this event which was attended by representatives of the Paper Trail and Great Dunmow Maltings. Our conference hosts, Tim Smith and Tony Crosby, were also present. After the presentations, there was a tour of the Board and Display Rooms on the site which contain interesting material on John Dickinson and the mills.



Angus Buchanan presents the AIA Initiative Award to Jacky Bennett, the Chief Executive of the Apsley Paper Trail Project

Photo: Tony Crosby

Abstracts for *Industrial Archaeology Review*

Ian West has taken over the role of compiling the abstracts for *Industrial Archaeology Review*. Please send copies of Society newsletters and journals, abstracts and copies of any other material which may be of interest to members to Ian West, 37 Holmfield Road, Leicester LE2 1SE, or e-mail: ian@ianewest.co.uk

Book Reviews and Shorter Notices

Meanwhile, Marilyn Palmer will continue to handle Book Reviews, and books should be sent to her at The School of Archaeology and Ancient History, University of Leicester, LE1 7RH. Local society newsletters, journals and smaller

publications should be sent to David Alderton at 48 Quay Street, Halesworth, Suffolk, IP19 8EY.

New Members

The AIA welcomes the following new members:

- Mr P. Alexander, Bangor, Wales
- Mr J. Copping, Warwick
- Mr C. J. Great, C. J. Great & Partner, Solihull
- Mr H. Harnow, Frederiksvaerk Museum of Industry, Frederiksvaerk, Denmark
- Mr & Mrs N. Hobbs, Uxbridge

- Sandy Johnston, Chicago, USA
- Mr M. Odgers, Houston, USA
- Mr A. Paterson, Annandale, Australia
- Mr G. Stobbs, Gateshead
- Mr R. Smith, Edinburgh
- Mr R. Taylor, Chelmsford

The Brunel Bicentenary Year, 2006

The AIA is joining forces with the Newcomen Society, English Heritage, the National Railway Museum and the Institutions of Civil, Mechanical and Structural Engineers to organise a major international conference to celebrate both Brunel and British engineering achievement over the past 200 years. This conference, which is being managed by the conference office of the Institution of Civil Engineers, will take place on 6-7 July 2006 in Brunel's historic trainshed at Bristol Temple Meads. Distinguished engineers and historians will show how railways and transportation transformed every aspect of life and the contribution they still make to our own world. Historical subjects will be interwoven with more recent developments and present-day engineering.

Speakers include Sir Neil Cossons and Dr. Michael Bailey, as well as some distinguished members of the railway world, such as John Armit of Network Rail and Jim Cornell of the Railway Heritage Trust. Speakers from the worlds of aviation, marine engineering and mechanical engineering will also take part. There are several ancillary events being planned around the conference, such as the Newcomen Society Summer Meeting and a steam train trip down the GWR main line.

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The President calls

An unusual visitor to London in June was the steam narrowboat *President* towing the butty *Kildare* from the Black Country Museum near Dudley. The purpose of the visit was to bring replica Crystal Palace columns to be put up on the site at Sydenham where the Crystal Palace was destroyed by fire in 1936. The columns had been cast at the Barr & Grosvenor Iron Foundry, Wolverhampton, for the trial erection on the original Hyde Park site in 2001 which was the subject of a television programme in the series 'What the Victorians Did For Us' with Adam Hart-Davis. This programme was to celebrate the 150th anniversary of the Great Exhibition but the columns were only allowed to stay in Hyde Park for a few hours and afterwards finally found their way to the Black Country Museum where *President* is based.

President and *Kildare* departed from Crick on 31 May and arrived at Limehouse Basin (the former Regent's Canal Dock) on Tuesday 7 June. The next day the pair headed down river from Limehouse to the Surrey Docks on the south bank of the Thames and the columns were unloaded in South Dock, now a marina. From here a steam lorry and trailer from Carter's Steam Fair took the columns to Sydenham, the route taken being chosen to replicate that of 1852 when the Crystal Palace was moved from Hyde Park to Sydenham. The Pearly King of Bow was present and there were general celebrations. On the 150th anniversary of the opening of the Sydenham Crystal Palace, a new 'corner' is to be displayed to show how the original was built. Following this, over the weekend of 11-12 June *President* and *Kildare* were on display at the London Canal Museum Battlebridge Basin with *President* in steam (see photograph - cleaning the cabin roof, it kept getting dirty).

At about the same time that the Crystal Palace was first built, Fox, Henderson & Co. also supplied similar columns for the LNWR railway station at Oxford Rewley Road. Thus, after 1936, the then LMS railway station at Oxford became a very important surviving remnant illustrating the structure of the Crystal Palace and later became listed Grade II*. When, more recently, it had to make way for the



Steam narrowboat *President* at the London Canal Museum. Cleaning the cabin roof, which kept getting dirty
Photo: R J M Carr



The Black Country Museum's steam narrowboat *President* and butty *Kildare* approach Top Side Lock, south of Berkhamsted on 17 June on a 'fly-run' from London to Stoke Bruerne
Photo: Tim Smith



President leaves Top Side Lock, Berkhamsted

Photo: Tim Smith

new Oxford University Business School redevelopment, it was moved to the Buckinghamshire Railway Centre and re-erected there. Work began in January 1999 and rebuilding on its new site at

Quinton Road was completed by November 2000. During this re-erection some of the original c1851 columns were found to be too badly decayed for further use and more had to be cast, and so it was that

the Barr & Grosvenor Iron Foundry acquired the facility to manufacture Crystal-Palace type cast-iron columns and was able to supply components for the Hyde Park television programme.

For the return journey north *President* and *Kildare* re-enacted a fly-run of 90 years ago, working non-stop day and night from London to Stoke Bruerne, where on Saturday 18 June *President* was to be in steam for the Blisworth Tunnel 200th Anniversary Festival. At 7.00 pm on Thursday 16 June the pair set off from City Road Basin, where Fellows Morton & Clayton had had their wharves, and what a fine sight it was with crew in appropriate period attire. Smoke continued to pour out of Islington Tunnel long after the boats entered and at Camden Town rapid progress through the locks was in sharp contrast to the usual performance of holiday narrowboaters. They swiftly disappeared into the distance in failing light through Regent's Park and after two rather sleepless nights were due at Stoke Bruerne top lock about noon on the following Saturday. Despite the stirring spectacle, a particular feature of this fly-run was the absence of spectators.

Robert Carr

Big Pit wins Gulbenkian Prize

Big Pit, the National Mining Museum of Wales, has won the £100,000 Gulbenkian Prize for Museum of the Year, the UK's largest arts prize. Sir Richard Sykes, Chairman of the Gulbenkian judges, who made the winning announcement at a ceremony at the Royal Institute of British Architects, commented 'Big Pit offers an exceptional emotional and intellectual experience. It tells the individual stories of its community better than any museum I have visited and makes you contemplate the scale, and even the cruelty, of our industrial past which inspired a spirit of camaraderie and pride. All our finalists clearly show that museums today are not solely about displaying objects but are about the exposition of history, told with real passion alongside a commitment to a community's heritage.'

Visitors at Big Pit in Blaenafon have been able to visit the underground mine since it first

opened as a museum in 1983 but, until 2001, lack of funding left many of the sites on the surface untouched. Big Pit reopened in February 2004 after a £7 million redevelopment. Above ground, all the colliery buildings, including the pithead baths, the winding engine house and blacksmith's workshop, have been restored and brought back to life with the sounds of the miners at work echoing from the past. The pithead baths, built as recently as 1939 and the first baths the miners had on the site, house the main exhibition. This tells the story not only of the coal mines themselves, but also of the communities that grew around the industry from the earliest days to the miners' strikes and pit closures of the 1980s.

The Gulbenkian judges were unanimous in their praise of Big Pit. In recounting the story of the people of the South Wales Coalfield in a simple yet captivating way, Big Pit keeps alive the story of British coal, particularly for the generations born after the closure of the mines. The £7 million redevelopment of Big Pit was funded by the Heritage Lottery Fund (£5.5 million); Wales Tourist Board; Local Regeneration Fund; Garfield Weston Foundation; Lloyds TSB; Pilgrim Trust; SR & PH Charitable Trust; Coalfield Regeneration Trust; and the National Museums and Galleries of Wales. Admission is free; over 140,000 people have already visited Big Pit since it reopened.

The winner receives £100,000 and an enamelled silver bowl designed by award-winning metalwork artist, Vladimir Böhm. The three other finalists were the Coventry Transport Museum; Time and Tide, Museum of Great Yarmouth Life, Great Yarmouth; and Locomotion: The National Railway Museum at Shildon, Co. Durham.

The Gulbenkian Prize celebrates the innovative and excellent work taking place in museums and galleries today that is challenging traditional public perceptions of their role. It is open to any museum, large or small, in the UK, and its prize money makes it the largest single arts prize in the country.

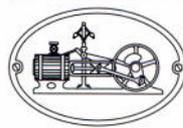
South East Region IA Conference 2005

SERIAC 2005 was held on Saturday 23 April at the Chertsey Hall, Chertsey, Surrey, organised this year by the Surrey Industrial History Group (SIHG) with 'Transport' as the theme. Some 200 people attended, and they were welcomed to the meeting by Miss Audrey Monk (President, Surrey Archaeological Society) and Gerry Moss (Chairman SIHG). Six lectures were given in morning and afternoon sessions.

Paul Sowan (Croydon Natural History and Scientific Society) talked on 'The Croydon, Merstham & Godstone Iron Railway: a new solution (in 1805) to an old problem'. The period of operation of the horse-drawn, freight-only, railway, from 1805 to 1838, was no more than a short chapter in a long story of dragging supplies from the Weald to London through the impediment of the North Downs. At various times, from the days of the Romans onwards, Wealden iron, building stone and many other products have been hauled through the Mole river gap, through the wind gaps at Godstone or Merstham, over the crest of the escarpment, or through railway tunnels. In its construction through the Merstham Gap and Smitham Bottom, the dry valley northwards to Croydon, the Iron Railway demonstrated an advance in civil engineering terms over the eighteenth-century turnpike roads to and through Reigate, although it was overtaken within 40 years by the more technically advanced London to Brighton railway taking a similar route.

In 'The Port of London 1700-1939', Chris Ellmers (Docklands Museum) examined the ways in which the Port was radically transformed from overcrowded eighteenth-century river wharves and warehouses to great purpose-built Georgian and Victorian enclosed docks. It covered the economic, financial, engineering and social history aspects of this fascinating story. The speaker was responsible for the creation over a period of 20 years of the Docklands Museum, which opened in 2003, and was its first Director; he now acts as Consultant Historian.

A presentation on 'Trams in Southampton and their preservation' by Nigel Smith



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(Hampshire IA Society) covered the history of the tramway system in Southampton from 1879 until closure in 1949. To put the timing of the Southampton system into context, the talk began with a few words to outline the establishment of the 'street railway' in the UK from its origins in the USA. The days of the horse cars were briefly considered up to the turn of the nineteenth century, which brought municipal ownership and conversion to electric power. In this electric period from 1900 to 1949 the aspects covered were the rapid expansion prior to WWI, the rolling stock used in Southampton, consolidation in the 1920s and 1930s and finally decline and closure.

The speaker went on to deal with the post-closure period up to the present day and focussed on the preservation efforts, which have led to the survival of a number of vehicles. These include car 45 at Crich Tramway Museum and the Tram 57 Project in Southampton. Finally the question of how Southampton fits into the context of

the UK preservation field as a whole was considered.

John Blackwell (Sussex IA Society) talked about 'Colonel Stephens – The Man and His Railways'. The perceptions of the colonel's railways are of sidings full of rotting coaches and life expired engines and of services that bear little relationship to timetables and may not even reach their destinations. But in the final years of the nineteenth century there appeared to be a future for light railways in depressed and isolated rural areas. As a young engineer H. F. Stephens became associated with the construction and management of this type of railway and remained committed to them until his death. He collected railways 'as another might open grocer's shops' and presided over an empire which stretched over the southern half of England, from a small office in Tonbridge. The competition of road transport prompted the early use of railcars to cut costs but inexorably the passengers deserted and the lines crumbled into bankruptcy and receivership. This talk concentrated

on the Sussex and Kent railways, of which there are a surprising number of tangible remainders.

Frank Anderson (Croydon Airport Society) described Croydon Airport which came into being in 1920 with the amalgamation of two airfields, which had been established on agricultural land west of Croydon during World War I. Beddington Aerodrome was set up in 1916 as a base for the Royal Flying Corps' task of intercepting enemy airships and aeroplanes attempting to bomb London. Waddon Aerodrome was established in 1918 as a test flying ground for aircraft constructed in a large government factory, the National Aircraft Factory No 1. In 1920, the two airfields were amalgamated and renamed Croydon Aerodrome to become London's main civil airport. Four small independent British airlines operated from it, which were later amalgamated to form Imperial Airways, the pre-WWII British national airline.

The layout of Croydon Aerodrome was not entirely safe or satisfactory and in 1928 the original administrative buildings were demolished and replaced by a new complex on the eastern edge. The 'new' airport flourished until the beginning of WWII, when it was taken over as a Royal Air Force

station. Following the end of hostilities, major airlines returned to Croydon, but after a flurry of activity in 1946-47 they gradually transferred their operations to the larger London Heathrow and Gatwick Airports. From the late 1940s Croydon reverted to the status of a small regional airport for services to the near continent and the Channel Islands and for flying clubs. In September 1959 Croydon Airport finally closed because of governmental concerns over safety.

Gordon Knowles (Surrey Industrial History Group) spoke on 'Surrey and the Motor'. The county has been involved with the motor for over 100 years. Development of its road system has been in response to the internal combustion engine and to government legislation and assistance. The county provided a pioneering motoring inventor, John Henry Knight of Farnham, who at one time was thought to have put the first British car on the road. Both the RAC and the AA had origins in the county and repeal of the notorious Red Flag legislation was largely brought about by the actions of Knight.

Brooklands race track forms a major part of any history of Surrey and the motor and it stimulated a number of significant designers, builders and drivers of record-

breaking cars. There have been over 100 manufacturers of cars and commercial vehicles in Surrey, most of them producing very small numbers, but two significant ones, Dennis and AC, have celebrated their centenaries and are still in business today alongside builders of specialised off-road vehicles, sporting and racing cars.

Following the conference there was an opportunity to visit the Kempton Park Pumping Station to view the triple-expansion pumping engines once operated by the Metropolitan Water Board and now restored and operated by the Kempton Great Engines Trust. It had been hoped that one of the two engines, no. 7, (the world's largest working steam engine) would be in steam, but a main bearing failure made this impossible. Nevertheless the engines are an impressive sight.

Alan Thomas

News from Scottish Ironwork

Such has been the response and interest generated since we launched www.scottishironwork.org in October 2003 that we continue to be deluged with enquiries and information from all corners of the globe. The site has had 3,800 'serious' visits since then - where

someone has looked at several pages or spent more than five minutes browsing - we have an average of ten visitors per week spending more than an hour on the site! We have made some good friends and contacts in that time and the level of interest in ironwork made or found in Scotland continues to inspire us. We are still uploading data to the structures database, with new information arriving on a daily basis.

We have decided to look at establishing Scottish Ironwork as a charitable trust this year in order that we can seek funding and develop partnerships to undertake survey work and research, as well as general educational work and publications to make the Trust self-sustaining. We also have some interest in providing limited funding for restoration projects. We have given lots of talks this year which have proven very fruitful in terms of information. Perhaps the best was to the Institute of Cast Metal Engineers in Scotland to a warm and receptive audience - the leads and provided here will keep us busy for a while.

We are pleased to note that Calcilda Costa from the University of Sao Paulo has written a piece for us on Scottish Ironwork in Brasil - a major destination for exported ironwork.

AIA ANNUAL CONFERENCE 2005 – DERBYSHIRE

The 2005 Annual Conference will be held at the University of Nottingham on 2-4 September. The conference will follow the established format with a Friday pre-conference seminar, the main conference over the weekend from Friday evening to Sunday, and a post-conference additional programme from Sunday to Thursday, 4-8 September. The local organisers are the Derbyshire Archaeological Society, who have devised a programme to show off the extraordinary variety of industry in their county. The main conference weekend will concentrate of the south of the county, close to the conference venue at the University of Nottingham, whilst the additional programme will explore up into the Peak District and coalfield areas to the north. As well as the Derwent Valley Mills World Heritage site, one of the birthplaces of the industrial revolution in England, there is a fascinating range of other historic buildings and museums.

Join us in Derbyshire in 2005 for an AIA Conference to remember.

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Calcida has written an excellent book on the subject which we would like to translate at some point.

Finally, please keep feeding us structures and objects/information as you find them. It may take us time to upload but we really appreciate your input. The Forum is also a good place to seek information and generate discussion. Visit the website! www.scottishironwork.org

*David S. Mitchell
& Andrew C. Laing*

Recording North Sea oil and gas

The UK offshore oil and gas industries are now preparing for a major decommissioning programme. Already, the pioneering Anglo-Norwegian gas field – Frigg – has ceased production, and others will follow in the coming years. Frigg once satisfied over a third of all British consumer demand for gas. Soon, UK gas customers will be relying on Libyan gas, piped to us through Europe via Sicily. It's at times like these that one wonders whether it might not have been a good idea to keep a deep coal mine open in Scotland, just in case things get tricky in the Middle East...

North Sea oil and gas has transformed the UK economy, and is historically very significant. The good news is that since Brent Spar, rules and regulations on decommissioning have obliged offshore operators to keep excellent records of their activities. One of the challenges of the next decade is therefore going to be to ensure the survival of the most important components of these records, perhaps in a new central repository. Currently, the Norwegians lead the way in documenting the offshore industries, having produced a wonderful record and website for the Ekofisk field, in collaboration with Conoco Phillips (<http://www.kulturminne-ekofisk.no/>). TOTAL are now following their example with a similar project in Norway for Frigg, and in Scotland, it is hoped that the industry can be encouraged to follow suit. Having seen the coal industry rapidly disappear with little in the way of a coherent nationwide recording strategy, we do at least now have the opportunity to ensure that the British oil and gas industries are recorded to a level which they deserve.

Miles Oglethorpe

Exhibition - Cotton Mills for the Continent

Sidney Stott (1858-1937), the Oldham cotton mill architect, designed a considerable number of mills for the districts of Munsterland in Germany and Twente in the Netherlands between the 1880s and 1914. Three museums in these districts have co-operated, with the support of the EU EUREGIO fund, which supports initiatives which cross country borders, to mount an exhibition on Sidney Stott's work in this area. The exhibition opened at the Textilemuseum Rheine, Germany, on 10 April 2005, in the presence of Sir Adrian Stott, great-grandson of Sidney Stott. From 26 June to 6 November 2005 the exhibition will be at the Textilmuseum Bocholt, Germany, and from 19 November 2005 to 29 January 2006 at the Museum Jannink, Enschede, the Netherlands. Museum Jannink is housed in a mill designed by Sidney Stott. It is intended that the exhibition will move to Gent, Belgium, and Chemnitz, Germany, later in 2006 but currently there are no plans for it to come to England.

Roger Holden

South Wales and West of England Region Conference

The 36th South Wales and West of England Regional IA Conference was held at Sir Thomas Rich's School, Gloucester on Saturday 9 April 2005 and attracted over 130 people from the various societies and groups.

Andrew Stumpf from British Waterways opened the talks with a review of the current state of play on the project to restore the Cotswold Canals, ultimately aimed at linking the Severn to the Thames. A wide range of voluntary and professional effort is being co-ordinated with funding, marketing, economic development and community relations the key issues. For Andrew and the main campaign group, the Cotswold Canals Trust, persistence (and patience) will be essential.

Glyn Thomas of the Worcestershire Society talked on the early history of the Worcester Gas Light and Coke Company. Ray Wilson of GSIA gave an account of

the history of the quarries and tramroads of Leckhampton Hill near Cheltenham. Graham Vincent from BIAS looked at the losses and survivals of railway buildings and structures from 1970 to 2000.

Family history was the choice of Douglas Jackson of the South Wiltshire group, but slanted at the connections which exist with research into old industries. Maintaining the West Country recording tradition was the theme of a talk about roads, milestones and signposts by David Viner of the Milestone Society (and GSIA). The final talk 'The biggest gun you ever saw!' took us to Malta for a complete change of emphasis. We heard from Robin Williams of the Oxford House Society about a massive nineteenth-century muzzle loaded gun which was made by William Armstrong of Newcastle, and is now presented as a tourist attraction.

After the main event the majority of the visitors joined one of the three excursions laid on for them. These were a tour of Gloucester Docks, a tour of the Herefordshire and Gloucestershire Canal Basin at Over, Gloucester and a visit to Stanley Mill at Kings Stanley.

Ray Wilson

Dundas Aqueduct restoration award

British Waterways has been awarded a commendation in the National Historic Bridge Awards for its restoration of the Georgian Grade 1 listed Dundas Aqueduct on the Kennet & Avon Canal, near Bath. The three arch structure, built in 1804, is designated a Scheduled Ancient Monument and is widely regarded as John Rennie's finest architectural work. The restoration took two years to complete. Much of the masonry of the historic structure had deteriorated due to age, frost damage and a number of unsympathetic repairs using a variety of bricks and concrete. The project involved replacing much of the blue engineering brick repair on the northern face with Bath limestone to match with the original, waterproofing the footpath to prevent water getting into the structure in the future, the removal of vegetation in all areas and of gunite (a mixture of sand and cement) in one of the arches, the re-

construction of timber steps to improve access and safety and the relocation of an existing boat shed. National Historic Bridges Awards aim to encourage and celebrate excellence and innovation in transportation conservation.

Belfast Trade Union Building

The striking building mentioned in *IA News 133*, page 12, was Transport House, built in 1959 as the headquarters of the Amalgamated Transport and General Workers' Union. Designed by J J Brennan in the International Style it consists of two conjoined blocks, five and seven stories high. It was listed in 1994 and is one of Northern Ireland's most recent buildings to be protected. The design is said to have been inspired by Michael Scott's Busáras, the CIE bus terminal in Dublin. Much of Transport House is clad in green glazed tiles and a really prominent feature is a five-storey-high tiled mural. From top to bottom this depicts a jet aeroplane, cranes, a ship and a factory - while beneath is a row of uniform workers. The style is reminiscent of the 1951 Festival of Britain and the whole building is a real period piece.

Robert Carr

Tyne beer moves

The Tyne Brewery closed in April, ending 121 years of brewing on the site. Owners Scottish Courage have moved production to the Federation Brewery at Dunston, in Gateshead. The last run of Newcastle Brown Ale included 3,000 commemorative bottles for employees.

Shock at the Science Museum

It has been reported that steam engines on the ground floor of the Science Museum have been removed to make way for a new book shop.

North Warehouse, Sharpness

A grade II listed granary warehouse of seven storeys, built in 1878 at the newly developed docks of Sharpness, Gloucestershire, has been saved from threat of demolition. Plans to develop the cleared site for commercial purposes have been refused.

SAVE Britain's Heritage

North West England

I reported last year (*IA News 130*, Autumn 2004) on the demolition of Park Mill, Royton; the remaining stump of the chimney was felled by Fred Dibnah and in the event this turned out to be his last chimney. So they will have to find somebody else to fell the chimney of the adjacent Sandy Mill, which is scheduled to come down, when the last tenants have vacated, for the housing to be built on the site. But the sad thing here is that the chimney of Sandy Mill is one of only three complete mill chimneys - there were over 300 - still standing in Oldham. The others are at Royd Mill, Hollinwood, and Manor Mill, Chadderton. Only Manor Mill is listed and the chimney here is reported to be not in its original state, having been rebuilt in the 1970s, by Fred Dibnah no less. Unfortunately, the people who carried out the listing of Greater Manchester mills for English Heritage in 1995 seemed to have been unable to distinguish complete chimneys from stumps. Regrettably, the same problem mars the otherwise excellent coverage of mills, and other industrial buildings, in the revised edition of Pevsner's *Buildings of England* for Manchester and South-East Lancashire published late last year.

The saga of Nelson continues. The Whitefield Conservation Area has been extended and renovation work has started on some of the properties in the area. However, concerns have been raised as to the quality of the work being carried out. Also, elsewhere in Nelson the Council still seems set on demolition as, it is claimed, government money for housing renewal is only available if they demolish first.

Elsewhere in the north-west demand for housing is fuelling conversion projects for former industrial buildings. Conversion of Manchester city centre cotton warehouses into residential flats has been underway for the last two decades and has now spread to cotton mills in Ancoats where the historically important McConnel & Kennedy and Murray Mills are being converted, as is the former Vulcan Works of John Hetherington, textile machine makers, on Pollard Street. Following the successful conversion of Houldsworth's Reddish Mills (although a use still has to be found for the engine and boiler houses),

Stockport Metropolitan Borough Council now sees conversion of further mills as a solution to the problems of empty mills and housing shortages in the borough. The adjoining Reddish Spinning Company mills are similarly being converted, although press releases wrongly referred to the architect for these mills as being Alfred Waterhouse; it was in fact A.H. Stott of Oldham. Unfortunately, the appearance of these mills will be subtly altered by addition of an extra storey. Meanwhile, in England's newest city, Preston, Horrockses Centenary Mill has been rescued from dereliction and converted to flats, it being reported in January that all 203 flats had sold within six weeks. Another mill converted to housing in the last year after standing derelict for many years is Ilex Mill in Rawtenstall.

Other derelict sites still remain conservation problems. One of these is Park Road Railway Warehouse, Oldham, which has remained empty since last used by the railways in the 1960s. Various re-development plans have come to nothing over the years and the building has become increasingly derelict. At the end of last year a developer offered to purchase the building for £1 from Oldham Metropolitan Borough Council, who now own it, but if this plan fails it seems likely that it will

have to be demolished as the building is now in such a poor state. Although listed in 1973 because it was unusual in being built on a curved plan, it is now believed to be the only surviving example outside Manchester of a large railway cotton warehouse and its continuing survival is perhaps now more important for this reason than that for which it was originally listed. There is a much smaller warehouse at Newhey, still proudly emblazoned 'Lancashire and Yorkshire Railway Cotton Warehouse', but this is not listed.

While Bolton Metropolitan Borough Council continues to inexplicably cold-shoulder the Northern Mill Engine Society, refusing to support a bid by the Society for Heritage Lottery Funding, the Ellenroad Mill Engine site in Rochdale reports expansion with a re-branding as the Ellenroad Steam Museum following the installation of a steam-powered generator set and workshop machinery from Wildspur Mill, New Mill, near Holmfirth, Yorkshire. David Arnfield has spent some time restoring the S.S. Stott cross-compound steam engine at Grane Mill, Haslingden, but the mill itself has now been demolished and housing built on the site; weaving sheds are not suitable for residential conversion.

The University of Manchester

Archaeology Unit reports that in May they had just completed the excavation of an ironworks, fustian works, cotton waste mill and workers' housing on Blackfriars Street in the centre of Salford, finding along the way the substantial remains of a nineteenth-century beam engine house, the remains of a wagon boiler and horizontal steam engine bed and the foundations for two large Lancashire boilers. They have also recently excavated a pair of workers' houses at the Castlefield end of Deansgate in Manchester which were built shortly before 1794 and the basements for which were later converted into cellar dwellings.

Finally, apologies for the fact that this report concentrates on Greater Manchester and East Lancashire but unfortunately it has not been possible to find contacts in other areas. However, it should be noted that a Pevsner Architectural Guide for Liverpool was published last year, which includes the docks system. Although many dock buildings have been converted for other uses, including housing, re-use of the giant tobacco warehouses at Stanley Docks remains problematic, not only because of their great size but because they have floor heights of only 7ft 2in.

Roger Holden

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West of England

The most urgent items brought to the attention of your reporter are, again, in its largest city. Both are on the south side of Bristol's Floating Harbour where planners and amenity groups continue to argue about the balance between development and conservation.

Regular readers of this report will have followed the fate of the former Bristol United Breweries' maltings, known locally as 'McArthur's Warehouse' that is adjacent to the Great Western Dockyard and SS *Great Britain*. Demolition for new-build was halted by one public enquiry and another was scheduled for last February, the main issue being the possibility of re-use of the maltings, one of the last surviving harbourside industrial buildings in this conservation area. The support of English Heritage was crucial to the cause but was suddenly withdrawn on account of damage to the building and the enquiry was cancelled. This sudden change has enraged amenity groups and the subsequent meeting of the City Council's area development committee decided to proceed to demolition, but only on the chair's casting vote. If the building is lost, its fate will, at least, have rekindled interest in local industrial heritage, as evidenced by support at this well-attended meeting.

The other case concerns the site of the Bristol Industrial Museum which is to become the home for a much-needed Museum of Bristol, and will be supported by the Heritage Lottery Fund. Current progress as such has led to the formation of an informal pressure group – the Princes Wharf Action Group – to influence the development of the site in a way that protects its industrial archaeology. The site consists of 1950s transit sheds, the last to be built in Bristol during post-war reconstruction, with surviving railway sidings (part of the Bristol Harbour Railway branch from Temple Meads) and four electric cranes by Stothert & Pitt of Bath of 1951, now being restored. As such, the site represents a national rarity – a surviving general cargo wharf. It is much enjoyed by visitors and Bristolians when restored trains and boats are operated by museum volunteers. The site's significance has been thoroughly researched in a conservation plan prepared by the



Demolition has just begun in this view of J. W. Flower's Eclipse Works in Wimborne. It is a pity that this 99-year-old industrial building could not have been converted to other use
Photo: Peter Stanier

museum curator in 2002 and its value and fragility were highlighted in Andrew Foyle's recently-published Pevsner Architectural Guide to Bristol. The draft proposals do not appear sympathetic and include an atrium and removal of sliding doors on the distinctive north elevation, both of which threaten the integrity and character of this site.

Economic historians suggest that prosperity comes in 'long waves' – 25 years of recession and 25 years of boom. We are now some five years into the good times and it is likely that much of our industrial heritage will come under threat, as it did in the early days of the IA movement before the recession of the mid-1970s put a brake on wholesale redevelopment. Local amenity and IA groups have achieved much in the past but cannot relax their efforts in this new period of rapid change.

The Bristol sites have achieved substantial media coverage: 'McArthur's Warehouse' was the subject of *Private Eye's* 'Nooks and Corners' feature (May 13-26 issue) and the property columns of the June issue of *Folio*, the west's leading 'lifestyle' magazine.

However, local examples of the gradual loss of industrial heritage in the region are not hard to find. Wimborne in Dorset provides a suitable case study here. Like most rural market towns, it had its

breweries, maltings and small engineering works and until recently there were survivals to illustrate

this. Recent pressure for residential development on 'brownfield' sites in this desirable small town, close to

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Bournemouth and Poole, has seen the loss of the last vestiges of the old Julian Brewery and the premises of the Wimborne Malting Co. Ltd in Poole Road. The latest casualty is the Eclipse Works of J. W. Flower, brewer's engineer. Flower was formerly the proprietor of the Fontmell Magna Brewery, near Shaftesbury, most of which still survives, whose interest in matters technical is featured in Alfred Barnard's classic work on *The Noted Breweries of Great Britain and Ireland* (Vol. IV of 1891). He decided to sell the brewery and concentrate on engineering, opening the attractive Eclipse Works in New Borough Road in 1906. It is a pity that such an attractive building could not be adapted.

The industrial development of our smaller market towns has not received as much attention as it deserves and it is important that loss of their industrial buildings and archives is accompanied by research and recording. An example of such a positive response comes from Barnstaple in north Devon where the current owners of the distinctive Victorian cabinet works of Shapland & Petter plan to relocate from a desirable development site on the

River Taw next to the town's historic Long Bridge. Here, another Heritage Lottery Fund project has proceeded on four fronts: digitisation of the firm's design archive (they once specialised in collectable Arts & Crafts furniture), research into the firm's history, work on the furniture and its customers, and interviewing past workers.

All this indicates the need for a wider and more holistic approach to our subject matter, but we must not neglect the factory premises and it is to be hoped that the buildings archaeologists will play their part when this site is cleared.

Mike Bone

Greater London

The site of Telstar House, Eastbourne Terrace, near Paddington railway station is being redeveloped following a major fire which started in the evening of 29 July 2003. Twenty fire engines were involved and three firemen were injured, one quite badly. Telstar House was occupied by London Underground at the time and the 7th to 10th floors were gutted. The first Telstar communications satellite was launched on 10 July 1962 and the 11-floor 1960s building was of slab and podium construction.

West London is 'up in the air' with the steel-trussed west end of Bishop's Bridge near Paddington Station and the tower of Abbey National House near Baker Street Station dramatically supported on steelwork. The northeast end of Bishop's Bridge was the cast-iron Brunel Bridge over the canal, removed in April 2004 (see Malcolm Tucker's article in *IA News* 129, pages 2 & 3). The southwest end of 1907 has been jacked up 10 metres while a replacement bridge is launched from the northeast which will finally pass beneath the Edwardian bridge. The 1907 bridge will then be lowered onto the deck of the new bridge and rolled to the northeast to be dismantled. The work is being carried out in this way to minimise disruption of train services (see www.paddingtonbridge.com). Abbey National House is being remodelled but the famous tower, a considerable landmark, will be retained. Currently the tower is in its accustomed position but the building beneath has largely gone.

At Paddington Basin, now a very substantial 'Docklands' redevelopment and one of the

largest urban regeneration projects in Europe, three novel bridges have been installed. One of these of steel construction with a timber deck, the Rolling Bridge by Thomas Heatherwick situated near Waterside (Marks and Spencer) by the Richard Rogers Partnership, uses hydraulic rams to uncurl in an ingenious manner and span a waterway so as to serve as a retractable footbridge 12 metres long. The East Bridge or Helix Bridge by Marcus Taylor near the residential development West End Quay is a retractable composite glass and steel footbridge with a helical frame which rotates to give the appearance of it corkscrewing across the canal. The Station Bridge is the third footbridge, with large glazed screens.

In Greater London generally buildings completed as recently as the 1980s are being demolished and the life span of offices and shops appears to be ever diminishing. From last century it became acceptable to consider a building as a machine for living or working in and a 40-years old building is now one in ripe old age. At present we have a demolition boom and Greater London is characterised by large heaps of rubble. Buying petrol at supermarkets along with everything else is becoming so popular that traditional roadside petrol stations are closing fast and being demolished; they are going the way of local cattle markets.

The Waterside Inn built not long before 1990 on the west side of Battlebridge Basin opposite the London Canal Museum is being demolished and the whole site bounded by the Regent's Canal, York Way, Crinan Street and Battlebridge Basin is being cleared. The Westinghouse Brake & Signal Co. building went about 20 years ago and what still remain here must be among the most recent buildings in London to be demolished. The new eight-storey development will have a concert hall in the basement with newspaper offices above.

In June, the Black Country Museum's steam narrowboat *President* and the butty *Kildare* brought replica columns cast at the Barr & Grosvenor Iron Foundry, Wolverhampton, to be put up on the site at Sydenham where the Crystal Palace was destroyed by fire in 1936. This year is the 150th anniversary of the opening of the

Sydenham Crystal Palace and the Paxton's Crystal Palace Corner Project will display a new 'corner' of the Palace to illustrate how the original was built. The journey of the *President* is described on page 8.

Brewing is shortly to finish at Park Royal, and the unlisted buildings could then be demolished as in 2003 Guinness were granted a certificate of immunity from listing by the DCMS. The brewery was constructed in 1933-36 by the consulting engineers Sir Alexander Gibb & Partners with Sir Giles Gilbert Scott as architect. Kew Bridge Steam Museum continues to flourish and held a well-attended 30th birthday party in March. Work on the Bull Engine has been underway for four years and it was intended to have it in steam by June 2005. Last year, through the generosity of Heidelberg's, the museum acquired four lifting gantries. Two have been retained and one each passed on to Crossness and Low Hall, Walthamstow (through ALPHA - the Association of London Pumping Heritage Attractions).

The number of Routemaster buses still operating in London is fast declining. Route 19 lost its Routemasters on 2 April and on route 38 they are to be replaced by 'bendy' buses (not always that popular) in October. There are now just 153 Routemasters in service running on five routes; numbers 13, 14, 22, 38, and 159. They are all to be replaced by the end of the year but six may be retained for a token tourist service.

Robert Carr

Home Counties

More news from the Home Counties. On Easter Monday, the newly-completed quarter-mile extension of the Wendover Arm of the Grand Union Canal (close to the Bucks/Herts border) was formally opened to boat traffic. The new channel section and winding hole at Little Tring follow the recent restoration of a road overbridge, and a stop lock, close to the former limit of navigation at Tringford Pumping Station. Meanwhile, in Berkshire, the importance of the Kennet & Avon Canal to Newbury is featured in one of a recently-completed series of mosaic panels depicting the history of the town. The mosaic is outside the Library, alongside the town wharf.



The Abbey National tower, Baker Street, under wraps but it survives the remodelling all around

Photo: R. J. M. Carr

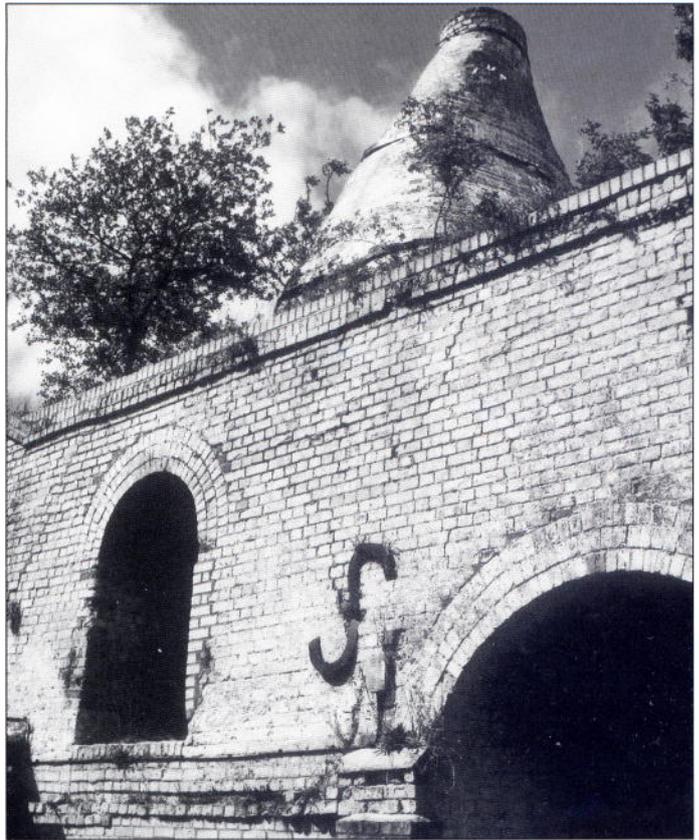
From canals to bridges. The Hoo Bridge, built to the design of Sir William Chambers in about 1764, lies within a parkland setting attributed to Capability Brown at St Paul's Walden (Herts). The bridge has long been derelict, but following substantial grant aid from English Heritage, the residents have joined together and initiated a programme of careful repair and reinstatement.

In Oxford, discussions continue over the restoration of the disused railway swing bridge north of the former LNWR Rewley Road Station. The former station canopy structure from Rewley Road is now well established as part of the Buckinghamshire Railway Centre at Quainton Road (Bucks). Other railway news includes the 'launch' of the newly-built GWR broad gauge locomotive 'Firefly' at the Didcot Railway Centre (Oxon) on 30 April, and plans for a complete rebuilding of the terminus of the Leighton Buzzard Light Railway at Pages Park (Beds). However, the existing buildings there date from the earlier days of the preservation project, and are not linked to the former sand-extraction industry.

From sand to chalk working, Alec Clifton-Taylor described Totternhoe Stone as 'England's best known chalk, widely used all through the Middle Ages even for buildings as eminent as Windsor

castle and Westminster Abbey'. The last known underground stone working at Totternhoe (Beds) was in the 1870s, for the repair of St Albans Abbey. Totternhoe Stone is now quarried in the open, about 200 tons a year being produced for renovation work and new carving. Lime burning has now ceased as all the suitable chalk has been taken, but the Totternhoe Lime & Stone Company buy-in quicklime from Derbyshire and hydrate it for sale. Two early nineteenth century kilns survive, complete with their conical tops. The tops of a later bank of kilns have been removed and the end kiln is lined with steel to form a hopper into which lorries teem the quicklime. After crushing, this is fed through a pre-mix screw, where water is added, into the hydrator. The slaked lime, sold as 'hydrated lime', is crushed to powder in a ball mill before being bagged. The works were once rail connected but all transport is now by road.

On the building scene, sadly only the 1920s façade now survives at the former Ovaltine Factory at King's Langley (Herts). A less drastic conversion (to housing) is at the large 1930s hat factory on the corner of Midland Road and Dudley Street in Luton (Beds). This was the Paul Walser factory, trading as 'Reslaw Hats', and is illustrated on page 40 of the AIA's *Guide to the IA*



Early nineteenth-century limekiln at Totternhoe Quarry, Bedfordshire

Photo: Tim Smith

of Hertfordshire and the Lea Valley. Another conversion (to flats) is at Castle Mill, Berkhamsted (Herts). Good news is that Venn Mill, north of Wantage (Oxon), is in safe hands.

Finally, thanks to Tim Smith for joining the Home Counties news team.

Henry Gunston & Tim Smith



Boats in the newly opened section of the Wendover Arm at Little Tring, Easter Monday

Photo: John Savage

South East England

2005 is the 25th anniversary of the formal constitution of the Surrey Industrial History Group as a specialist group of the Surrey Archaeological Society. SIHG organised SERIAC 2005 at the Chertsey Hall on 23 April. In September the 30th season of lectures organised by the Group on industrial archaeology and history will commence. These anniversaries will be commemorated by a meeting to be held at the Dorking Christian Centre on 8 October.

In March 2005 SIHG published *Surrey and the Motor* by Gordon Knowles. Although not usually thought of as a motor-vehicle manufacturing district, there have been over 100 manufacturers in the county over the last 100 years. Many made very small numbers, even single examples, but some are or were noted sports and racing car manufacturers, and in the commercial vehicle field Dennis continues in operation, albeit under a new name. Brooklands racecourse was a pioneer establishment in motor sport, and is now a major museum for both cars and aircraft. Early automobile enthusiasts, notably John Henry Knight of Farnham, were instrumental in obtaining the repeal of the Red Flag Act and the formation of the AA and

RAC. The development of the road system in Surrey is also covered in the book. Enquiries for copies should be directed to the SE England regional correspondent.

Epsom contains one of only five Grade I or II listed civilian riding schools (or riding houses) in England still in use for equestrian purposes. It was built in 1881 for Lord Rosebery as an adjunct to his hobby of race-horse breeding. Externally it resembles a chapel and internally has a unique arch timber roof. It produces little income for its owners and, together with its position just within the Green Belt, this has caused it to be placed on the Buildings-at-Risk register. SIHG commissioned Ron Martin, of the Sussex IA Society and a noted architectural draughtsman, to produce a set of 14 drawings of the riding school and the adjacent stables, which are also Grade II listed. Copies have been deposited at the Surrey History Centre and elsewhere.

The difficulty of finding homes for large historic artefacts is illustrated by recent events in Hampshire. The British Military Powerboat Trust has to leave its base in the former Husbands shipyard at Hythe by the end of September, and attempts to find a new home have not yet been

successful. It is possible that they could move to a new 'World of Boats' exhibition which may be established at Poole, but this could not happen for some years. In the meantime it has been necessary to return some boats to their original owners, to disperse others and to scrap some beyond repair and incapable of being moved. The 1940 motor torpedo boat MTB 71 has gone to the Imperial War Museum at Duxford.

The Dunkirk Little Ships Restoration Trust also has to move from Marchwood. Two of its boats have been sent to the Donington Museum in Leicestershire.

The Hovercraft Museum at Leon-Solent has been forced to scrap the SRN-4 class hovercraft Swift because of its inability to afford the increased rent demanded by MOD at HMS Daedalus. The former Portsmouth to Ryde ferry MV Southsea, lately berthed at Southampton, has been broken up, attempts to restore her having failed.

There is concern about the future of the Bourley Waterworks and Pumping Station at Crondall, which until about 10 years ago supplied water to the army at Aldershot. There are some 17 miles of channels and ditches, five reservoirs and a pump house. Public

access may be granted following the building of houses on an adjacent site, and there is a risk of vandalism, and if the channels are not maintained the site might deteriorate into a swampy area. Some form of protection or listing of the site would be desirable.

Two members of Hampshire IA Society have purchased a small petrol-engined railway locomotive, originally of 60 cm gauge but later converted to standard gauge, which was used in the construction of various works within the Southern Railway docks at Southampton. It is proposed to clean it up and keep it in Southampton until the future of the museums and preservation activities there is clarified.

The Tram 57 project continues to seek new premises so that work on restoration may recommence.

The 25th anniversary of the restoration of the Coultershaw Beam Pump (near Petworth) by the Sussex IA Society occurs in 2005. An application is being made to the Heritage Lottery Fund to enable improvements to be made to the site and the visitor centre.

The development of the Amberley Working Museum continues, with the recent opening of a Railway Exhibition hall, the 'Connected Earth' telecommunications exhibition and a new restaurant. Members of the Sussex IA Society are restoring and improving the brick display and drying shed to provide an exhibition of Sussex bricks and associated equipment.

The Bentley Motor Museum, near Uckfield, has been reopened after two former managers leased the site following the selling of the estate back to its donor by the East Sussex County Council. All the exhibits of veteran and vintage cars and motorcycles, many rare or unique, are privately owned and many are used on the road. The exhibition is constantly changing.

A Conservation Award of the Mills Section of the Society for the Protection of Ancient Buildings has been made to Stone Cross Windmill near Eastbourne in recognition of the very high quality of the restoration of the mill to working order. Only twelve such awards have been made in the UK since the inception of the award scheme in 1991, none of them hitherto in East Sussex.

Alan Thomas



The Coultershaw waterwheel-driven beam pump of 1782 supplied water for Petworth House and town. It was restored 25 years ago and protected under a rescued barn by the Sussex IA Society
 Photo: Peter Stanier

Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

- Berkshire Industrial Archaeology Group: News* 4, New Year 2005
- Brewery History Society: Brewery History*, 116, Autumn 2004
- Brewery History Society Newsletter*, 30, Winter 2004/5
- Bristol IA Society Bulletin*, No. 114, Winter/Spring 2004, & No. 115, Summer 2005
- Cumbrian Industrialist*, Vol.5, 2005 (Cumbrian Industrial History Society)
- Dorset Industrial Archaeology Society Bulletin*, No.12, May 2005
- Focus on Industrial Archaeology* (Hampshire IA Society), No.64, June 2005
- GLIAS Newsletter*, 218, June 2005
- Hampshire Industrial Archaeology Society: Focus*, 63, Dec 2004 & 64, June 2005
- Hampshire Industrial Archaeology Society Journal*, No.13, 2005
- Hampshire Mills Group Newsletter*, No.69, Summer 2005
- IEE History of Technology Newsletter*, May 2005
- Museum of Bath at Work Newsletter*, Spring 2005
- Norfolk Industrial Archaeology Society Journal*, 2005
- Northern Mine Research Society Newsletter*, Dec 2004
- Panel for Historical Engineering Works Newsletter*, 104, Dec 2004
- SAVE Britain's Heritage Newsletter*, April/May 2005
- Scottish Industrial Heritage Society Bulletin*, 37, Summer 2005
- Somerset Industrial Archaeology Society Bulletin*, 97, Dec 2004
- South Wiltshire Industrial Archaeology Society Bulletin*, 80, Sept 2004
- Surrey Industrial History Group Newsletter*, 145, May 2005
- TICCIH Bulletin*, 28, Spring 2005
- WaterWords*, (News from Hereford Waterworks Museum), Spring 2005
- Worcestershire IA & Local History Society Journal*, 28, Summer 2005
- Yorkshire Archaeological Society, Industrial History Section Newsletter*, No. 64, Spring 2005
- Yorkshire History Quarterly*, Vol. 10, No.4, May 2005

Books Received and Short Notices

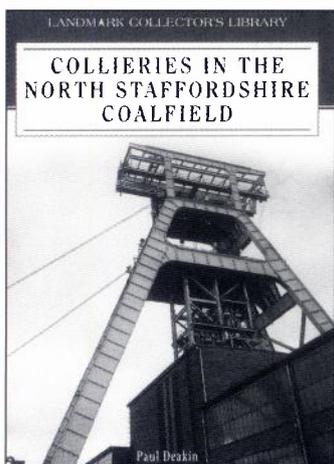
The following books have been notified or received for review in *Industrial Archaeology Review*.

Civil Engineering in Context, by Sir Alan Muir Wood. London: Thomas Telford Ltd. 2004. 256 pp. ISBN 0 7277 3257 9. £19.95.

Sir Alan Muir Wood sits in the pantheon of great civil engineers of the twentieth century. His book contains many personal reminiscences of his life as an engineer from early days as a wartime marine engineer in the Royal Navy through his more than 25-year career as a partner and senior partner with Halcrow and as a tunnelling engineer of world renown. He ranges across many topics which directly affect the role of the engineer and also discusses his contribution to some of the major projects of the twentieth century such as the Channel Tunnel. The book provides an enlightening insight into the civil engineer and civil engineering through the eyes of one of its most eminent protagonists.

Collieries in the North Staffordshire Coalfield, by Paul Deakin. Ashbourne: Landmark Publishing. 2004. 160 pp, 288 illus. ISBN 1 84306 138 4. Hardback £19.95.

This is a superb photographic record of 29 of the coalfield's collieries since nationalisation in 1947. There are views from the Metcalfe Collection of the 1950s and '60s, but most are the author's



own fine pictures covering the late period of the 1980s and '90s. Many are in colour. They document action on the surface, including opencast workings, and underground in deep mines and the 'footrails' (shallow private mines) such as Hanging Wood Colliery. Importantly, the author has taken care to name many of the underground workers he photographed. The last underground coal was worked at Silverdale Colliery in December 1998, and the book finishes with some colliery sites seen today – totally swept away and so transformed to be unrecognisable.

Cornwall's Bridge & Viaduct Heritage, by Eric Kentley. Truro: Twelveheads Press. 2005. 52 pp, 73 illus. ISBN 0 906294 584. £4.50.

Cornwall is extremely rich in bridges which range from simple beam bridges of granite slabs over streams to lofty railway viaducts across the deeper valleys. Some are engineering triumphs, while others are monuments to long-forgotten trade routes. They include arches of great beauty such as the fifteenth-century Horsebridge and Greystone Bridge across the Tamar. With the exception of the Treffry Viaduct of 1842 at Luxulyan, most railway viaducts date from the 1880s or later, when they replaced Brunel's earlier structures. Building materials include local stone, and even copper slag blocks at Hayle, while iron is seen in railway bridges and footbridges. Types and their construction are described with a gazetteer of the bridges.

Cornwall's Industrial Heritage, by Peter Stanier. Truro: Twelveheads Press. 2005. 52 pp, 68 illus. ISBN 0 906294 57 6. £4.50.

While mines, china clay, ports, lighthouses and railways have been covered by other volumes in the Twelveheads series, this book covers them alongside some less well-known Cornish industries such as breweries, brickworks, canals, cable and wireless communications, explosives, famous foundries and engineering works (notably Harveys of Hayle Holman Brothers of Camborne and the Perran Foundry), limekilns, mills, stone quarries, turnpike roads, smelters and workers' housing. Even military works of an industrial scale are included, from Victorian forts to WWII airfields and coastal defence. A brief outline to each topic is followed by a gazetteer of the most important or accessible sites.

Derbyshire Industrial Archaeology. A Catalogue of Sites. Part 1. Borough of the High Peak, revised by David Brumhead. Derbyshire Archaeology Society, 2004. £3.75 + 35p p&p from New Mills Heritage Centre, Rock Mill Lane, New Mills, High Peak, SK22 3BN.

David Brumhead has been largely responsible for updating and revising the information for this new version of the first edition published in 1984, describing 158 sites in the civil parishes of High Peak. The essential criterion for inclusion is that there must be some physical remains on the site (often altered) and where possible historical notes have been incorporated. There are 13 photographic illustrations.

A history of Simpson's Mill, Shudehill, Manchester, by Bernard Champness. Manchester Regional Industrial Archaeology Society, 2004, 16pp + insert and CD. 150 illus. No ISBN or price.

Arkwright's first textile mill in Manchester stood on this site. Documentary research shows that the original 1783 mill had an atmospheric engine to pump water to feed the waterwheels. In 1791 this was replaced with a Boulton & Watt sun and planet engine, drawings for which survive. Further engines were added in 1793 and 1799. The mill was extended and largely rebuilt by 1888, and was eventually destroyed in the blitz. Limited excavation and a ground radar survey have added some detail, but both available manpower and the limitations imposed by the site owners have prevented a full excavation and survey.

Industrial Railways of the South West, by Michael Messenger. Truro: Twelveheads Press. 2005. 96 pp, 142 illus. ISBN 0 906294 592. £9.50.

A fascinating collection of photographs, mostly taken by the author in the 1960s when many industrial railways of all gauges were still working with steam or diesel locomotives, or something of interest still remained. The book does not set out to cover everything, but merely those sites which were photographed at the time. Their range is impressive. Not surprisingly, extractive industries are prominent. Mining includes South Crofty tin mine,

Camborne, and the Great Rock micaceous iron ore mine in Devon. The quarry section has views of the famous Delabole slate quarry and the Penlee Quarry at Newlyn, where a narrow gauge line took roadstone to a shipping pier in 1901-72. Aspects of the china clay industry include small temporary tracks at the pan kilns, and steam locos with unusually low cabs at the port of Par. There are scenes on the Lee Moor Tramway on the edge of Dartmoor and around the ball clay mines of north Devon. Furthest east are the ball clay tramways of Purbeck in Dorset. Among other industries represented are Falmouth docks, Pentewan harbour concrete works, Exeter and Torquay gasworks, a milk depot and a peat works on the Somerset Levels. There is much more, of which the two most unusual small tramways are seen on St Michael's Mount and at the North Light on remote Lundy Island.

In the Wake of the 'Flower of Gloster', by John Kemplay. Chipping Campden: Ronald Crowhurst & Co, 5 West End Terrace, Glos GL55 6AX, 2004. 41 pp, 23 illus. ISBN 0 9518964 2 3. £12.95 incl p&p.

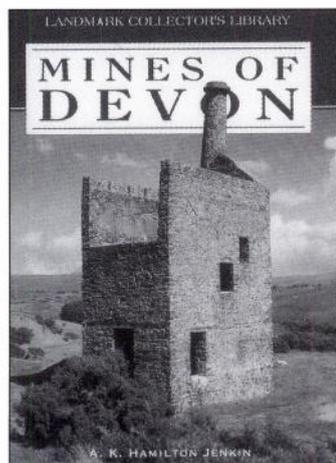
The novelist Temple Thurston's delightful if sentimental 'journey of discovery' by canal in May 1911 became a minor classic of its kind. A growing interest developed through various editions, this time with an introduction by David Viner analysing what is fact and fiction on the journey from Oxford towards Birmingham via Warwick, thence to Stratford and down the River Avon to Tewkesbury. A 'missing' section via the Severn created a link into the Cotswold canals for the memorable experience of traversing the Thames & Severn Canal at the very end of its working life, making one of the last recorded workings through Sapperton tunnel and along the summit level. John Kemplay has written a welcome reconstruction of Temple Thurston's journey, describing and photographing what is there now and comparing the earlier description. He has selected good photographs and offers an enjoyable read and a pleasant reminder of the delights of canal wandering, on foot as well as by boat, producing on the way a valuable contemporary record to add to this particular branch of canal literature.

Memoirs 2004, British Mining No. 75, by various authors. Northern Mine Research Society, n.d. 128 pp, illus. ISSN 0308-2199 (Free to members)

In this collection of eight papers, John Goodchild's documentary-based account of the Ingham family from Thornhill near Dewsbury throws much light on the extent to which the country gentry might exploit the mineral resources and industrial potential of their land. Alan Crosby similarly investigates a royalties dispute involving the Earl of Wilton's estates, and reveals that many of the country's aristocracy were equally assiduous in exploiting mineral rights, even though they might be reluctant to acknowledge their trade connections too openly. The acquisition of an estate by a man in trade for the purpose of industrial development is looked at in Nigel Chapman's article on the Brades Coal and Steel Works in Oldbury. Field and documentary research is the basis of P. Joseph's survey of the standing remains at Wheal Hearle, near St Just, and Catherine Mills provides a short quantitative study of the relationship between a worker's age and accident frequency in Cornish mining. Shorter papers include the financial problems of iron mining in Eskdale and explosives in lead mining around Alston.

Mines of Devon, by A.K. Hamilton Jenkin. Ashbourne: Landmark Publishing. 2005. 192 pp, 46 illus. ISBN 1 84306 174 0. £19.99.

This is a welcome, if long awaited, publication of a respected mining historian, author of the 16 slim volumes *Mines & Miners of Cornwall* which were published in 1961-70. Turning his attention eastwards, his work on Devon mines was originally published in two parts, South Devon by David & Charles in 1974 and North Devon posthumously and privately in just a few copies in 1981. Now, at last



both volumes have been brought together by the Landmark Collector's Library. As in his Cornish books, Hamilton Jenkin concentrates on the less well-known mines, mostly around the fringes of Dartmoor but not on Exmoor. As well as the historical facts he also comments on the surviving structures, supported by records from the pioneering engine-house photographer Geoffrey Ordish. Peter Laughton's new introduction acknowledges Hamilton Jenkin's influence on mining research in the second half on the twentieth century, stimulating much detailed work on individual mines, and says this book in its new form is a starting point for a journey into the mining history of Devon.

Moving Manchester: Aspects of the History of Transport in the City and Region since 1700, ed. by Derek Brumhead & Terry Wyke. Manchester: Lancashire & Cheshire Antiquarian Society. 2005. 298 pp. Hardback £21.00 + £4 p&p from Lancashire & Cheshire Antiquarian Society, Portico Library, 57 Mosley Street, Manchester M2 3HY.

This volume provides a valuable and original collection of 15 illustrated essays on different aspects of the history of transport from the industrial revolution to the present day. Essays include the archaeology of Manchester's early waterfronts, the Mersey & Irwell Navigation, road traffic in expanding urban areas, railway warehouses, Bugsworth Basin, railway impact on late Victorian Manchester, public transport provision, bicycle manufacture, the motor industry, airfields, canal restoration and the Manchester Transport Museum.

Oxon Brews: The Story of Commercial Brewing in Oxfordshire, by Mike Brown. Brewery History Society. 2004. 216 pp, illus. ISBN 0 873966 12 1. £12.50.

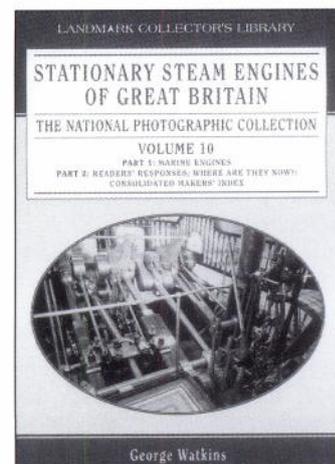
This is the latest of the Brewery History Society's successful county series. It documents brewing in Oxfordshire from the earliest evidence, such as records of brewing at Henley on Thames in 1300, the latest micro to open. Towns and villages are listed alphabetically, with details of their breweries. Public houses are also mentioned, especially those with brewing backgrounds. Familiar names of brewers such as Halls, Hanleys and Morrells are included, and the author documents the Brakspears' story from its earliest days until the successful move to Witney. A good account is also given of the rise of Hook Norton as a much respected producer of fine ales.

Sheffield, by Ruth Harman & John Minnis. London: Yale University Press. 2004. 320 pp, 170 illus. ISBN 0 300 10585 1. £9.99.

This Pevsner City Guide is the first comprehensive architectural guide to Sheffield, describing the buildings of the city centre and the inner suburbs. It also covers the lower Don valley, the heart of Sheffield's steel industry. Illustrated throughout with specially commissioned photographs augmented by historic maps, paintings and drawings, the book enables residents to look at familiar buildings in a fresh light and encourages visitors to discover Sheffield's enticing contrasts of industrial heritage and natural beauty.

Stationary Steam Engines of Great Britain, Vol. 10, by George Watkins. Ashbourne: Landmark Publishing. 2005. 272 pp, 118 illus. ISBN 1 84306 107 4. Hardback £26.99.

The final volume in this ambitious series covers photographs of marine engines taken by the late George Watkins. There is also a significant section on subscribers' comments and feedback on engines featured in the previous volumes, giving corrections and the latest news of several of the engines. This is followed by the International Steam Engine Society listing of known surviving engines from all ten volumes.

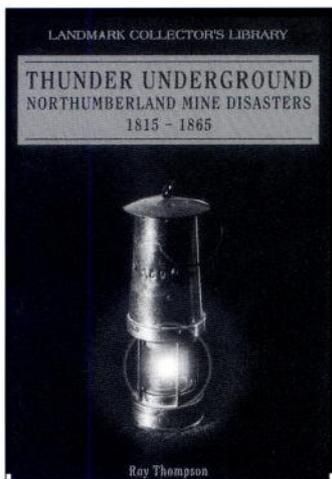


The Steam Engine at Wrotham Park, by Denis Smith, Ian C. White, Nigel Picken & Brian Strong. Greater London IA Society. 2005. 33 pp, 15 illus. ISBN 0 90504236 0.

A survey of a Grasshopper beam engine by Easton & Amos at the Home Farm, Wrotham Park near Barnet, Herts. The report includes historical accounts and measured drawings. The survey was the result of work by members of WEA classes and the Cuffley Industrial Heritage Society.

Thunder Underground – Northumberland Mine Disasters 1815-1865, by Roy Thompson. Ashbourne: Landmark Publishing. 2004. 192 pp, 116 illus. ISBN 1 84306 169 4. Hardback £19.95.

Based around nine colliery disasters in Northumberland and the inquests held before the same coroner, Stephen Reed, who was considered by the miners to be biased. Profusely illustrated, with period sketches and early photographs, the book is more than this. The early part of the book sets the scene and describes the men involved in the working of coal: the owners, viewers, hewers and putters. Housing, the pits, pumping, winding and underground haulage are covered too. Special attention is given to the importance of ventilation and lighting, both relevant to many accidents in the mines, the latter mentions the controversy between Davy and Stephenson over the invention of the first safety lamp. There are also brief biographies of the 'captains of coal', the key players in the early nineteenth-century Northumberland industry.



The Watermills of Tiverton, by Barbara Keene. Tiverton: Leat Press. 2004. 84 pp, illus. £12 (incl p&p), obtainable from the author, 27 Water Lane, Tiverton, Devon EX16 6RA.

Tiverton was one of the major centres for Devon's woollen industries. This book documents the mills that provided the town's wealth and influenced the character of the place we know today, including 36 sites throughout the parish. There is much new material for those interested in the history of Tiverton.

Women at work on London's transport 1905-1978, by Anna Rotondaro. Stroud: Tempus Publishing. 2004. 128 pp, illus. ISBN 0 7524 3265 6. £12.99.

Of considerable interest to the social or feminist historian, this book suffers from having a mere two pages of introduction. A fuller overall picture of the problems and consequences of the introduction of female labour into work areas which had been an exclusively male province would have been valuable. Nevertheless, the photographs tell the story well. What had been a reluctant expedient in the First World War was embraced whole-heartedly in the Second when women proved capable of handling virtually every job men had done. Nevertheless, once hostilities ended work successfully undertaken by women was returned to men. The book makes clear that in one of London Transport's best-known activities, advertising, women artists made a major contribution. The photographs incidentally reveal quite a lot about light and heavy engineering practice in the 1940s as well as the impact of enemy bombing.

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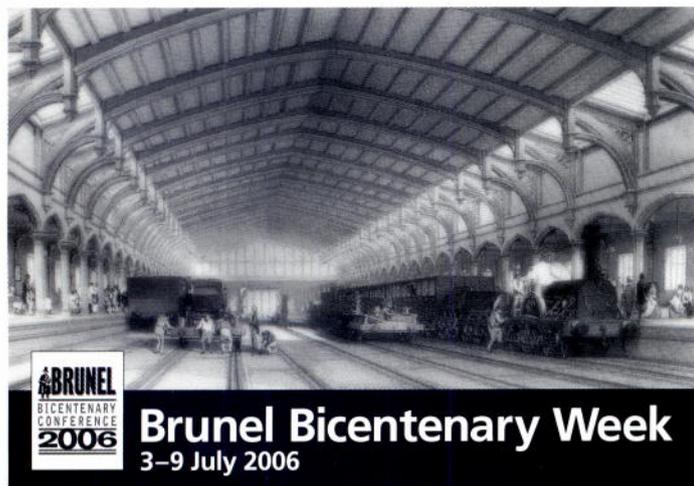
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ICE Triennial Conference, London	3–4 July 2006
Brunel Bicentenary Steam Train Trip	5 July 2006
Brunel Bicentenary Conference, Bristol	6–7 July 2006
Brunel Tours of Bristol	7 July 2006
Newcomen Society Events, Bristol	8–9 July 2006

Visit www.ice.org.uk/conferences for more information



**2-8 SEPTEMBER 2005
AIA DERBYSHIRE
CONFERENCE 2005**

at Nottingham University, the annual AIA conference, AGM and further lectures and visits related to Derbyshire. Last minute enquires to Simon Thomas, AIA Liaison Officer, School of Archaeology and Ancient History, University of Leicester, Leicester LE1 7RH ☎ 0116 252 5337, Fax: 0116 252 5005, e-mail: AIA@le.ac.uk

**1 OCTOBER 2005
EMIAAC 70**

at Towcester, the 70th East Midlands Industrial Archaeological Conference, hosted by the Northamptonshire Industrial Archaeology Group. The conference will look at the Industrial History of Towcester, a market town with links to the iron, steel, woollen and leather industries going back nearly 2,000 years. Further details from Jan Fajkus, 101, Holly Road, Northampton, NN1 4QN. E-mail: jan@fajkus.com

**7-10 OCTOBER 2005
CONSERVARE 2005**

at Kortrijk, the European Heritage Forum will be a dynamic, bustling and eye-catching event, with a trade fair, exhibitions, workshops, conferences and site visits. For details contact Conservare bvba the European Heritage Forum, Vlamingsstraat 4, B-8560 Wevelgem, Flanders-Belgium,

☎ (+32) 56.253373 or (+32) 56.235974, Fax: (+32) 56.255173, E-mail: conservare@conservare.be or visit the website: www.conservare.be

**21 OCTOBER 2005
WATERMILLS – READING
THE CLUES**

at the Weald & Downland Open Air Museum, Sussex, SPAB Mills section one-day course with three experts sharing their practical knowledge and experience using evidence from a variety of watermills. If your professional responsibilities involve watermills, this course is for you. It will help you interpret the watermill's significance; development of buildings and machinery; their unique character; and significant features and surviving evidence as keys to conservation. Details and booking form from SPAB Mills Section, 37 Spital Square, London E1 6DY

**21-23 OCTOBER 2005
THE WONDERFUL
WINDMILLS OF
LINCOLNSHIRE**

based at Lincoln, a weekend coach tour to take in a number of mills, some specially opened for the visit. Organised by Lindum Heritage, contact Zoe Tomlinson, ☎ 01522 851388, or visit the website www.lindumheritage.co.uk

**22 OCTOBER
WILTSHIRE BIENNIAL IA
SYMPOSIUM**

at the Wharf Theatre, Devizes, talks include Combe Down, Bristol Channel lost ports, Wiltshire workhouses and Claverton and Sutton Poyntz pumping stations. Programme and ticket £8 from Wiltshire Archaeological & Natural History Society, 41 Long Street, Devizes, Wilts SN10 1NS, ☎ 01380 727369

**24-26 OCTOBER 2005
MUSEUMS ASSOCIATION
ANNUAL CONFERENCE &
EXHIBITION**

at Queen Elizabeth II Conference Centre, London. Information at www.museumsassociation.org, or Museums Association, 24 Calvin Street, London E1 6NW, ☎ 020 7426 6970

**29-30 OCTOBER 2005
YORKSHIRE RESEARCH
DIRECTIONS**

at the University of Sheffield, the SPMA Autumn Conference to assess the current state of archaeological work in the region, and to set the research agenda for the next decade. Contact Hugh Willmott, Department of Archaeology, University of Sheffield, Northgate House, West Street, Sheffield S1 4ET, ☎ 0114 2222940, Fax 0114 272 2563, E-mail: H.Willmott@Sheffield.ac.uk

**PLEASE ALSO VIEW THE
AIA WEBSITE'S DIARY
SECTION FOR MORE
DETAILS OF THE LATEST
NOTICES OF
CONFERENCES AND
MEETINGS**

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.



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Final copy dates are as follows:

- 1 January for February mailing
- 1 April for May mailing
- 1 July for August mailing
- 1 October for November 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.



AIA members at the Hainaut blue limestone quarry, Belgium. (See the Belgium report on page 2)

Photo: Tony Yoward