

INDUSTRIAL ARCHAEOLOGY NEWS

88
SPRING
1994

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

95 pence FREE TO MEMBERS OF AIA

Further East than Istanbul

Mark Watson

As the Iron Curtain has parted, the industrial archaeological riches of eastern Europe have begun to be revealed. Mark Watson was one of several British conference delegates last year to discover the industrial remains of the most easterly of all regions within Europe, the Urals, with a longitude twice as far from London as is Istanbul. This article gives some of his impressions.

A convoy of three buses preceded by three police cars and pursued by an ambulance and TV crew is winding towards a chasm, formerly a mountain, left by a giant opencast mine. Traffic in town centres is stopped, and in country roads is forced into ditches. Is the motorcade carrying visiting potentates, or the President himself? No. All normal life in the Urals has come to a standstill for the TICCIH intermediate conference: *Conservation of the Industrial Heritage - World Experience and Russian Problems*.

In an area noted for armaments factories and nuclear plants, the only adequate maps are made by the US Air Force, and western visitors were forbidden until 1991. As if making up for lost time, Russian hospitality knew no bounds.

A typical day devoted to visits saw at the entrance to every settlement a reception party of traditionally-costumed middle-aged ladies at the roadside to sing, dance and present large round cakes and salt. Next stop: the palace of culture for folk dancing, vodka and speeches. Then to one of two excellent museums housed in churches shorn of their onion domes. It could take up to three hours to obtain the object of the visit: the Neviansk iron works, continually occupied since 1701. A leaning bell tower of 1725 has cast iron lintels and wrought iron roof trusses. No time for the old blast furnace or to investigate any of the hissing and clanking from adjacent buildings, because we're off to a lake-side retreat for zakuski, toasts and vodka. On to Ekaterinburg and the enormous Uralmash plant (1933, the largest machine shops in Europe) which, following speeches and zakuski in the outstanding works museum, was visited at dusk. Far behind schedule and in total darkness we reach the Verkh-Isetsky metallurgical plant, too

late to visit anything other than the works museum, which illustrates its typical early eighteenth-century origins combining blast furnace and finery.

The lecture and round table programme was equally ambitious. Thirty-eight delegates managed to speak, at ever increasing speeds as their allotted times dwindled throughout the day. Another 23, mainly Russians or former Soviet citizens, were edged out altogether and sought instead to corner western delegates over a vodka or a Merrymate.

Acta non verba, motto of the Demidov family, became the watchword of the conference, but it was clear that a variety of agendas were being pursued.

Economic historians at the Academy of Sciences wish to remind the wider world of the importance of the Urals as the chief source of eighteenth-century metals. The historians are only now allowed to rediscover the importance of capitalist entrepreneurs, such as Akinfy Demidov, in that era. They are therefore behind proposals to restore Demidov's statue in Nizhny Tagil and the family's house, from fragments, at Neviansk. They are also now released from communist dogma in being able to research foreign investment and technological transfer prior to the Revolution. In this they look for assistance from research-

ers in western archives.

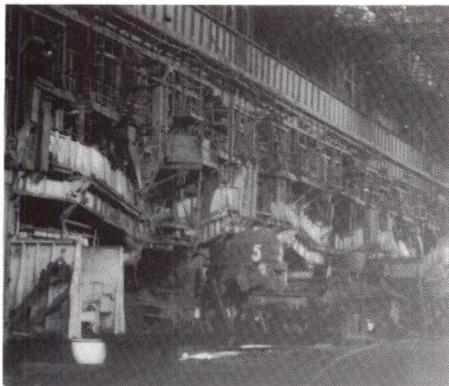
Museum curators are looking for practical and financial help from the West. Yet industrial museums have a long history which rebounds to their credit. The museum at Nizhny Tagil was founded as an adjunct to the works in 1842 and has an important collection of archives, technological equipment, models, geological specimens and art that would shame many a British museum. Each large factory has its own museum to instil corporate identity. They also



Seversky Metalurgical Works, founded 1735. Exterior view of the brick-clad furnaces added in 1860 and 1887. Two cranes and a compound vertical blowing engine of 1898 survive inside. Preserved as a museum since 1986.

Photo: Mark Watson

**IA in the Urals • Brindley's Experiments • IA in Films • Sir Neil Cossons
Experimental Ship Tanks • Chemical Collections • E P Thompson • Smallsmith**



Open hearth furnaces await demolition at the V I Lenin Integrated Iron and Steel Works at Nizhny Tagil

Photo: Mark Watson

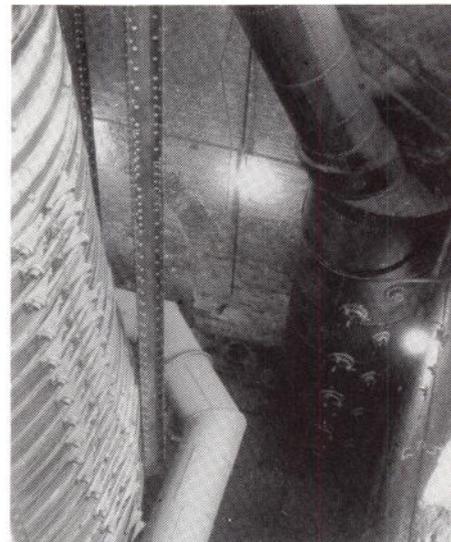
possess 'Lenin rooms' with portraits of Heroes of Socialist Labour or of the Great Patriotic War. Accountants are beginning to take a cold hard look at such things: the Uralmash museum is threatened with closure. Eighty per cent of the workforce, once 100,000, have been laid off at this single heavy machine works.

Technology in the Urals fell behind in the nineteenth century, but it was only in the late 1980s that many sites stopped production. Astonishingly ambitious plans are being laid for a vast inter-linked industrial museum. Nizhny Tagil ironworks, founded in 1725, with a large number of nineteenth-century buildings and two 1930 blast furnaces, became in 1987 the State Museum-Reserve of Mining and Metallurgical Industry of the Mid Urals. The protected historical zone

encompasses 26 'monuments of industrial culture'. Branches already include two mines and four other works, such as Kushvinsky, established in 1739, with a single blast furnace of 1894 within a Gothic steel framework.

Western delegates could only gawp at what was being attempted, and frankly admit that we too have problems. World Heritage Site listing is being sought from Unesco. In terms of the number and scale of the eighteenth-century sites, and the continuity of operation in the 1980s and 1990s, the Urals metal works are unique. The information they contain about water-powered charcoal-fuelled copper and iron works is unparalleled. Metals were crucial to the founding of all the major settlements in the Urals. Ekaterinburg (in the Soviet period called Sverdlovsk, and home town of Boris Yeltsin), grew to a population of over a million. At its grid-plan heart is the dam of 1723 erected to power an iron works ringed by fortifications. An appreciation of eighteenth-century technological developments is fundamental to the history of the Urals.

The future of these sites is by no means secure: the oldest Bessemer plant and the last wooden dam were destroyed in the early 1990s. Even more recent items of technology such as the open hearth furnaces and steam-powered rolling mill still working in the V I Lenin Integrated Iron and Steel Works at Nizhny Tagil (founded 1940), are no longer to be seen in western Europe. The open hearth furnaces are programmed to be replaced by oxygen convert-



Interior of the Seversky brick-clad blast furnace, and such is their pollution that it is hard to regret their passing. However the Siemens-Martin open hearth and the Bessemer converter were together for 80 years the main means of producing steel in Western Europe. No example of either has been preserved in the UK. We shall have to visit Eastern Europe or Asia if we wish to study the real thing.

Mark Watson will be happy to forward any correspondence from researchers into investment and technological transfer in the Urals. He can be contacted at Historic Scotland, 20 Brandon Street, Edinburgh EH3 5RA



Colliery recording in Wales, October 1992: an underside view of hydraulically operated doors of the rapid rail loading bunkers at Taff Merthyr Colliery, Mid Glamorgan, which closed last year and is under demolition. There are three glass-lined bunkers, with a combined capacity of 2,000 tonnes of coal, and each 28-wagon train was loaded and weighed while on the move. Aberthaw Power Station near Barry took the entire output from the colliery at the rate of one 900 tonne train each day. This photograph is part of the survey of Taff Merthyr Colliery carried out by the Royal Commission on the Ancient and Historical Monuments of Wales, is in preparation for the Commission's forthcoming publications on collieries. The first of these is due for distribution through Alan Sutton Publishing later this year, Colliery Architecture and Engineering in Wales.

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Brindley's Experimental Lock

Paul J Sillitoe

Turnhurst Hall, a few miles north of Stoke on Trent, was the first home of the leading early canal engineer, James Brindley (1716-1772). It was here that he lived from c1765, when Surveyor-General to the embryo Trent and Mersey Canal. The canal was a difficult engineering proposition; 75 locks and five tunnels would be necessary to overcome the contours on its lengthy route. Previously, Brindley had managed to avoid locks on the Bridgewater Canal, save for the terminal flight at Runcorn. Some evidence suggests that even there, the Duke of Bridgewater over-ruled his consulting engineer's ideas for lock construction. Brindley's experience of lock building was therefore very limited.

There is a strong local tradition, reflected in secondary sources, that Brindley built at least one experimental canal lock in the grounds of Turnhurst Hall. This was presumably a test piece, prior to full-scale application on the Trent and Mersey Canal. The nature of Brindley's purported experiments is not known, but his design dimensions for the Trent and Mersey Canal were to set the standard for the English narrow canal system. If a prototype narrow lock lay preserved at Turnhurst Hall, this would be a find at least of national significance.

By the spring of 1993, the present writer had amassed sufficient documentary evidence to locate the potential lock site, and confound the theory that it had disappeared under a new housing estate. It was however under threat from a public house development. The Staffordshire Sites and Monuments Record was immediately contacted. They confirmed that the newly identified site was not recorded as being archaeologically sensitive, and that outline planning permission had been granted for the pub.

The archaeology team at Stoke on Trent City Museum was alerted, and an archaeological desk-top assessment prepared. Despite an existing heavy excavation schedule, it was decided that a trial dig was essential to see what form of structure remained. The landowners, brewers Frederic Robinson Ltd, kindly granted access to the site for two weeks during October 1993. As part of their Canals 200 celebrations, British Waterways sponsored a week's JCB excavator hire.

Mid-nineteenth century deed plans pinpointed the site, which had fortuitously been photographed during the 1920s. The purported lock was shown to be a narrow, stone-lined rectangular pit, lying within the former Hall's walled garden. Both Hall and grounds had long since been demolished. On the ground, the feature appeared as a partially waterlogged depression. However, despite the positive assertions of secondary accounts, no primary evidence had been found to connect Brindley to a lock at the site. Intriguing reports that the lock gates had been removed to either the British and/or the Science Museum could not be substantiated by either institution. The question as to what was actually there could now only be addressed through archaeology.

Volunteers were available, but wet weather combined with clay soil to make manual excavation unpleasant and laborious. With time a major constraint, it was decided to explore initially by

machine excavator, to determine the limits of the pit. Scrub was stripped from the whole area, and part of the garden wall foundation exposed as a guide to locating the feature itself. As it lay only a few inches under the soil at the southernmost starting point, close control of the machinery was essential.

The southern end was exposed quickly, and machine excavation of the pit itself commenced. As had been expected, it was filled with rubble, which could be pulled away from the stone-lined edges by hand into the excavator bucket. However, it was very difficult to deduce the level of the pit bottom through the accumulated silt and standing water, which could not be pumped away effectively. This gave some cause for concern, as the existence of a lock would best be indicated by a stepped change in level.

After five days, an artificial channel approximately 160 feet by 12 feet had been excavated, to an average depth of four feet. It was decided not to excavate the bed to natural at this stage, nor to section the feature, as full preservation might still be possible. What was exposed conformed well to the plans and photographs, in form and size. The sides were walled with random stone and brickwork, with evidence that the southern end had been rebuilt, possibly due to subsidence. A guillotine type sluice gear of eighteenth-century pattern was located in the south-western corner. A brick crosswall, probably post-dating the initial construction, lay about 50 feet from the northern end. An unconnected small-bored wooden drain entered from a side wall, adjacent to a possible flight of masonry steps set in the wall. Most significantly, however, there were no features substantial enough to suggest that lock gates could have been supported within the channel's length. Any form of lock chamber within the feature was therefore most unlikely.

There was now enough oral information from local inhabitants to support a range of other possibilities, including that of a different lock



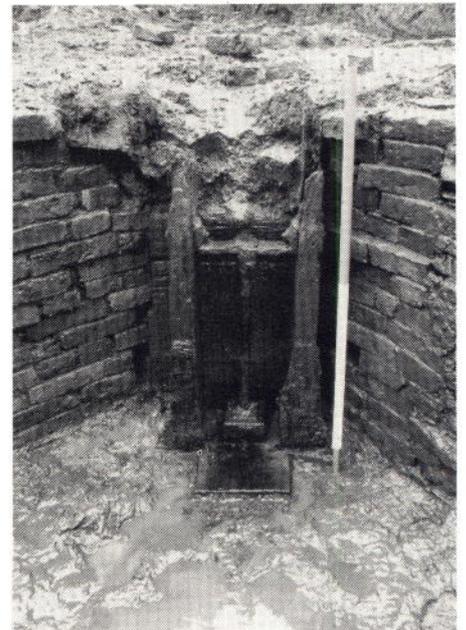
The excavated stone-lined canal at Turnhurst Hall, and above right the eighteenth-century guillotine sluice at the possible experimental lock

site, to the immediate south and west of the excavated channel. The most likely locations were trenched by machine in the remaining available time, without result.

The trial excavations had admirably confirmed the presence of substantial remains of a form of artificial canal. It had also attracted positive attention and encouragement from the general public, press, and the local authority. However the findings were enigmatic. To allow time for further research and analysis, and to negotiate a possible preservation strategy, the exposed remains were afforded a Building Preservation Notice, effective for six months. It seems increasingly likely that the answers can only come from more extensive excavation, particularly in the undisturbed surrounding area, and funds for this are being sought. With the developers willing to consider alternative building layouts avoiding sensitive remains, the onus is firmly on the archaeologists to investigate this wider area promptly. The site's future will have to be decided in the light of the analysed findings and the proposed development. Because of vandalism and approaching winter, the excavated site has had to be backfilled, after photographic and video recording. It is by no means safe, but there remains an opportunity properly to consider its significance and hence its future.

Some useful lessons and encouragement can be drawn from this investigation. Primarily, it is never too late to try. Indeed, archaeologists have an obligation to intervene as speedily as possible when new evidence highlights threats to the past. The chance to investigate this site was so nearly lost through lack of knowledge. What has been found could turn out to be no more than an ornamental garden feature, but we now have the opportunity to ponder what it is, rather than what it might have been.

Investigations ahead of development are naturally much easier if sites are recorded in local Sites and Monuments Records, and the IRIS initiative is seeking to ensure that voluntary sector knowledge is fed through to them. However, archaeology can still be successful at a later stage in the development process, given mutual goodwill and co-operation. □



Froude's Ship Model Tanks

Tony Yoward

On 5 November 1993 the Froude tank, or No 1 Ship Model Test Tank, at Haslar, Gosport, was taken out of commission. It was first used on 22 April 1887 and as it has never closed since it opened, except for repair, it is the longest continuously-serving laboratory in the world. During those 106 years more than half a million experiments have been carried out.

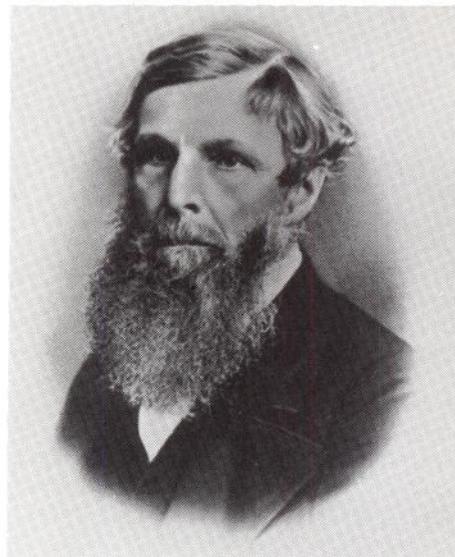
William Froude was born in 1810, a son of the Archdeacon of Totnes, and achieved his initial successes as a railway engineer. He was associated with Isambard Brunel by 1837, during the building of the Exeter line, and both Isambard and Henry Brunel became his close friends. In 1846, at the age of 37, William retired from full-time work. But ten years later Brunel commissioned him to assist with the launching of the *Great Eastern* and study the nature of rolling at sea. It was this research which was to lead him to fame.

When at university, William obtained a first in mathematics, and later in life he was to make good use of this gift as in the 1860s and 1870s he wrote a series of papers which revolutionised the understanding of rolling in waves. He demonstrated how the resistance of a full sized vessel can be derived from tests with models and hence set out a method for estimating the power required to drive a ship. In the mid 1860s

he built a large house at Chelston Cross, Torquay (now the Manor House Hotel), and with the help of Henry Brunel constructed a tank in which to investigate rolling (now the hotel swimming pool).

In 1872 the Admiralty, after a long debate, financed the building of a covered test tank near Froude's house. This was 270 feet long, 38 feet wide and ten feet deep in the centre. It was used for towing models, and the results of these experiments, in which William's son Edmund assisted, have laid the basis for ship design ever since.

Much of his work remains in use today, still forming the basis of current ship model testing in the 150 test tanks around the world. The Test Tank at Dumbarton is the oldest surviving one, designed by William Froude and built by William Denny and Brothers for their Levin shipyard in 1883; a near replica of Froude's original at Torquay. The Denny tank is 330 feet long and the carriage can tow models at 22 feet per second. The construction of a model hull is made by packing clay in a long rectangular box with templates, so that a mould is formed, then an approximate hull is made from timber and covered with cloth. This is suspended in the mould and wax is poured into the space between the 'hull' and the mould. The wax hull is



William Froude, FRS, LLD, 1810-1879

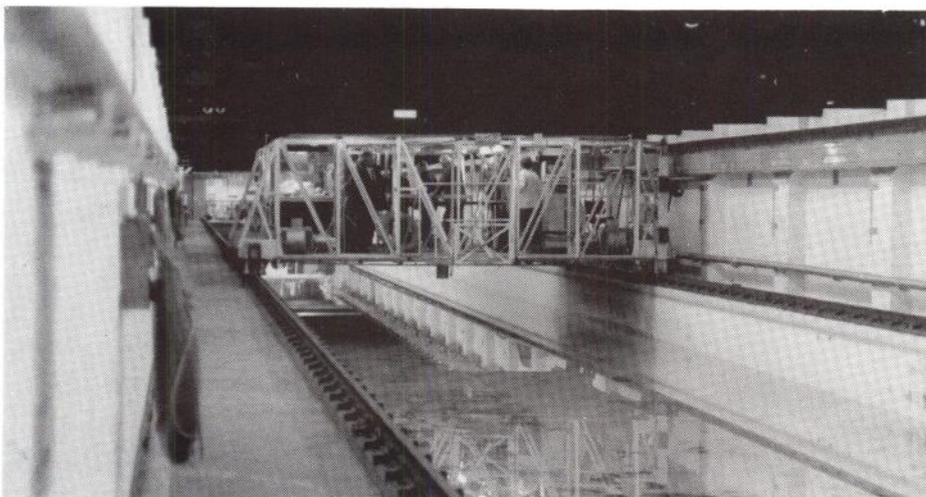
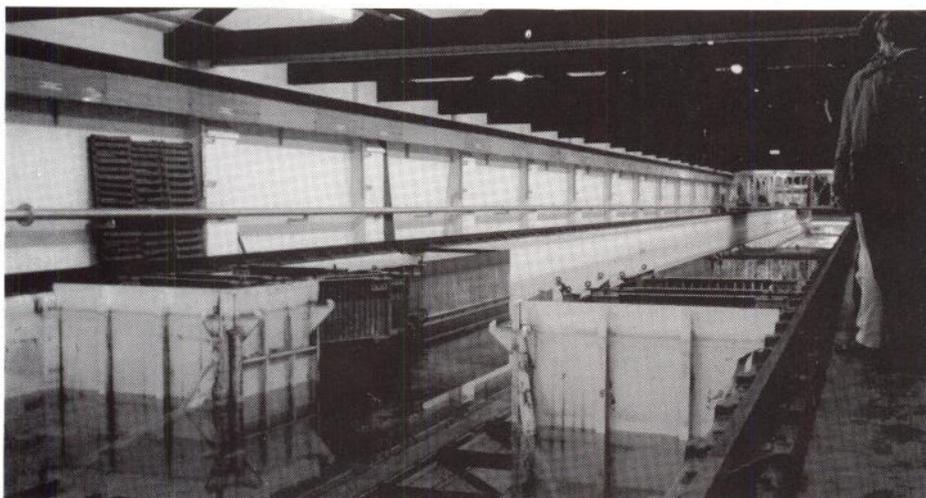
then placed into Froude's shaping machine, where a pantograph and cursor system follow the contour drawing of the hull, operating rotary knives which trim the hull to a more accurate shape before being smoothed off. Unfortunately, the Denny shipyard closed in the 1960s, but the Test Tank is now in a museum.

William's wife died in 1878, and her loss affected him so much that he was offered a voyage to South Africa in the cruiser HMS *Boadicea*. On arrival he contracted dysentery and died at Admiralty House, Simonstown, on 6 May 1879. Initially his grave was marked with a cast iron cross, which was later replaced by a stone; but more of this later.

Edmund continued his father's work for the next 40 years, first at the Torquay tank and then at the new tank at Haslar (the No 1), retiring as superintendent in 1919. The new one was 400 feet long, 20 feet wide, and nine feet deep, and in 1886 it was ready for use. It was extended by 150 feet in 1957 when the original carriage was replaced. This tank with its historic connection is now decommissioned, the carriage and the rails removed and the building will be used as offices. An attempt was made to have it listed, but English Heritage turned it down. A Parliamentary Question was asked about retaining the tank, but the idea was rejected because, *the Froude tradition was in his work and the building was not spectacular*.

Our association with the tank started in 1987 when John Anslow, the Director of the Froude Museum, knowing our interest in cast iron grave-stones, said he was trying to trace the one made for William Froude after it had been replaced with a stone. This had been back in England, in the superintendent's office at the tank until 1955, when it was taken to Dartington. We went there only to find that the church was modern and there was no sign of the cross - but after some time we traced it to the tower which was all that was left of the old church. A note below it read, *This cross was designed by Mrs Richards, late wife of Commodore Sir Frederick Richards KCB and was cast at Her Majesty's Dockyard, Simon's Bay, Cape of Good Hope, and placed on the grave of Mr William Froude who died at Admiralty House, Simon's Bay, May 4 1879.*

A replica was made and now resides in the



Two views of Admiralty Test Tank No 1, Haslar, built by Froude in 1887

Photo: Tony Yoward

Froude museum at Haslar. The original, repainted, has been returned to the tower of Dartington Hall, where William's father was Rector for 60 years.

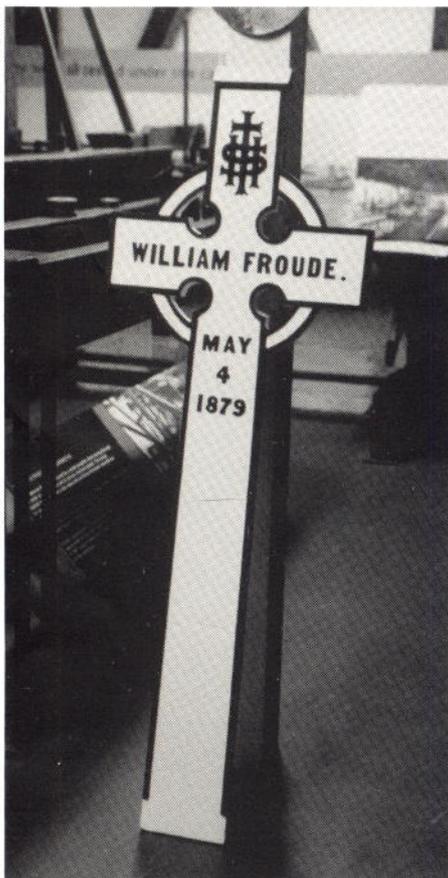
Some of the original carriage is in the Froude Museum at Haslar, together with William's graph paper drawing machine, two of his experimental models, and original notebooks from both William and Edmund - a collection well worth visiting.

The 'wake' for the Haslar No 1 tank was well attended. A seakeeping model fitted with a transparent bow was being used with sophisticated video analysis techniques to determine the velocities and directions of the water flow adjacent to the bow immediately prior to deck wetting, as the last experiment to be carried out in the tank. However, research will continue at Haslar in the No 2 Test Tank which is 107 metres longer than No 1.

The site of the Torquay tank (NGR SX 903 634) is marked by a plaque with the wording, *His outstanding contributions to the science of naval architecture brought him world-wide renown. He was the pioneer of ship model research and in 1872 built the first experimental tank in the world on this site for the Admiralty for whom his main work was carried out. This memorial was erected in 1954 by naval architects of many countries as a grateful tribute to his genius.*

Let us hope a similar plaque will be erected on the 'uninteresting building' at Haslar, which has such great importance in naval and maritime history. □

(Our thanks to David Brown and John Anslow for allowing us to use much of their material in writing this short account.)



Copy of the cast iron grave memorial for William Froude: Froude Museum, Haslar Photo: Tony Yoward

E P Thompson 1924-1993

Tim Putnam

As the author of The Making of the English Working Class and many other pioneering works of social history, the late E P Thompson played an unparalleled role in developing our understanding of the industrial period. Here, Tim Putnam of Middlessex University assesses his contribution and some aspects of its relation to industrial archaeology.

Edward Thompson, the most influential historian of his generation in the English speaking world, died in August last year. Of the many facets of a charismatic and controversial career, contributions to the historiography of industry do not leap most readily to mind. Thompson's passions were primarily political ones, from his pre-war involvement with Communism, through the attempts to create a New Left, to his prominent role in the campaign against nuclear weapons and the culture of the cold war. The 'new social history' which his books and his example as a teacher inspired was not only a social history with 'the politics put back in', but one in which all aspects of human experience were accorded political significance and where politics provided the terms in which people could strive to realise the totality of their experience.

Thompson's kind of history - conveyed in a blockbusting account of *The Making of the English Working Class* - involved a deliberate departure from the kind of debate about the causes and consequences of industrialisation which had been conducted by economic and social historians in the 1950s and early 1960s. Thompson wrote ironically that, *The 'average' working man's... share in the 'benefits of economic progress' consists of more potatoes, a few articles of cotton clothing for his family, soap and candles, some tea and sugar, and a great many articles in the Economic History Review.* The intent of this scorn was not merely to broaden a concept of 'quality of life' but to recognise ordinary working people as agents active not only in their own destinies, but in that of human kind. He was to *rescue the poor stockinger, the Luddite cropper, the 'obsolete' handloom weaver, the 'utopian' artisan, and even the deluded followers of Joanna Southcott, from the enormous condescension of posterity.*

It is difficult now to convey the scope or intensity of impact which this change of perspective had on historical studies, and - appearing when it did in 1963 - on the perceptions of new legions of university students about the purposes of learning. For a few years, Thompson's perspective was patronised, or simply excluded from the examined syllabus in more than one British university. But internationally the new generation identified itself with the romantic temper of the new social history, and it became a focal point of intellectual and cultural ferment. Although the reception of *The Making of the English Working Class* brought Thompson from his extension post at Leeds to establish a Centre for the Study of Social History at Warwick, the new social history quickly became a growth industry beyond Thompson's expectations or his intentions to control. In attractiveness to students and public alike, it eclipsed not only the 'old' social history but most other branches of the discipline. In particular, economic history, history of technology and industrial archaeology (itself a critical movement with

popular support), all lost an air of fashionability which they never recovered.

Although the kind of political romanticism which celebrated Thompson as a guru has since had its own come-uppance, it is still possible to detect traces of resentment about the rise of social history among those with an abiding interest in how things worked and why the way in which things were made has changed. And indeed, alongside social history's Promethean creativity, a condescension to material culture has been its greatest self limitation. Thompson's style and pre-occupations were responsible for introducing into Anglophone social and economic history a polarisation between material life and mentalities much more extreme and unproductive than existed, for example, among contemporary adherents of the *Annales* school in France. Nevertheless, wise heads such as Eric Hobsbawm were capable of taking on the new questions without the need to discount the importance of 'soap and candles', and Thompson himself worked to bridge the gap which his polemic had opened up, producing studies on poaching, food riots, Luddism and work discipline which explored the ways in which everyday things acquire a specific social significance.

Thus, although historians of industry may have reasons for ambivalence about Thompson's contribution, it has proved more substantial and constructive than at first appeared. The enormous boost given to the study of artisanal culture by Thompson's research has contributed to the re-evaluation of the age of manufactures and the abiding importance of hand work in industry. The new social history has led to more sophisticated analyses of enterprise, work organisation, custom and practice, and made it possible to see relations between workplace 'politics' and technical innovation. It has encouraged a more incremental and differentiated understanding of industrial transformations. More generally, Thompson's emphasis on human agency can be seen to have contributed to the emergence of a more culturally sensitive social and economic history, while placing cultural forms (whether aesthetic or technical) in the context of lived experience. In this respect it has helped compensate for the absence, in the English speaking world at least, of the ethnological perspective on the emergence of modernity which is a necessary complement to any post-medieval archaeology. □

Catalyst Archives

Patrick Graham

Catalyst, the museum of the chemical industry at Widnes, currently concentrates its exhibits on educational themes. Some large items of equipment are displayed outside the buildings; but it also holds an extensive archive of artifacts and documents. In November 1993 Sharon Brown, Assistant Curator, gave a talk to the Friends of Catalyst on the extent of the archive and the museum's plans for displaying and giving access to it.

Ms Brown said that in the past the museum had passively accepted items offered to it. Soon it will start collecting actively and will be approaching both companies and individuals. The museum has a written policy document which governs collecting, storage of items and disposal of surplus or inappropriate material. Items will only be accepted if there is a place where they can be stored under the appropriate conditions. Small artifacts, documents and other items are stored at Picon Farm which is owned by the County Council. There are few facilities for conservation at the museum. Some items are sent out to the local or area museum services for conservation.

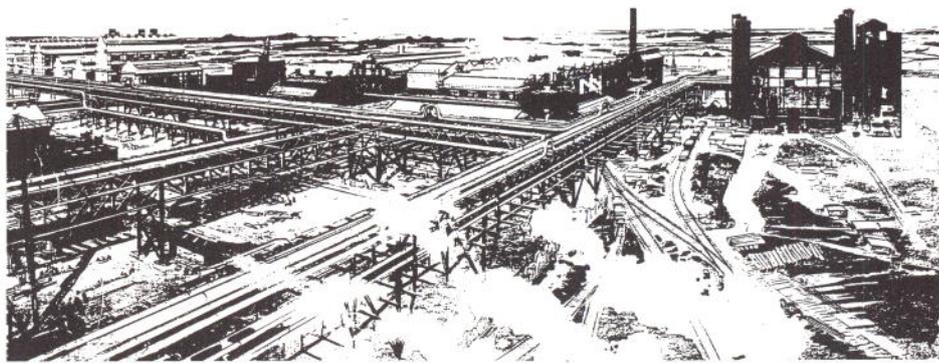
The archive covers six main areas. These are: objects (items of chemical plant, tools etc), photographs, maps and plans, documents, museum research files, and chemical samples. The current holdings include items which are not

related strictly to the chemical industry, for example ones concerning local schools and hospitals. These will be divested where appropriate homes can be found for them. The current policy is to divert ledgers and documents to the local record office.

There is plenty of space on site for storing small objects but the collection needs sorting and cleaning. Storage conditions for some items are not ideal but will be improved; and they are already considerably better than at many other museums. There needs to be a survey of the items at Picon Farm with a view to disposing of those which are badly damaged or not within

the collecting policy. It is hoped to display more of these on site in future - a major expansion of the museum is planned to open at the end of 1994 or early in 1995 which will allow the display of many more items from the collection.

Books and research files (which cover research done by staff at the museum) are freely available for study in the Resources Room. Access to other documents, photographs, plans etc is by appointment only. Copies of photographs and slides can be supplied at appropriate cost. There is a great need for volunteers to assist in the sorting and indexing of documents. □



IA in Films

Glenys and Alan Crocker

One useful and entertaining source of information about old industries is films - not films about industrial archaeology as such, but ones which use it in a secondary way, like the contemplation on decline, dereliction and decay which Francis Haveron recently reviewed in *Bulletin* 20.2, or which show industrial scenes and artifacts incidentally.

The Society for the Protection of Ancient Buildings (SPAB) *Wind and Watermill Section Newsletter* has recently been running a lively correspondence on mills sighted in films. We ourselves started this in *Newsletter* 53 (October 1992) by reporting that in the film *Les Amants* (Louis Malle, 1958), there is a waterwheel which raises water on the principle of the one at Painshill Park, Surrey, in the late eighteenth century. We were particularly interested in this because the one at Painshill, which was replaced by the Bramah waterwheel, now restored, is known only from contemporary drawings and descriptions. It was a type of noria with four scoops at the rim from which water ran along curved pipes to be discharged at the axle to feed an ornamental lake. The one in the film is in the grounds of a country house and has a similar function. It consists of an undershot waterwheel and a second wheel on the same shaft which seems to have four scoops, but the pipes are enclosed in the drum, out of sight. Incidentally, the film itself (which also contains scenes in a 1950s printing works) was described in *The Observer* TV listings as 'immaculately made, deeply romantic and now discreetly

erotic', and our account in the Section Newsletter, paraphrased in classic schoolboy-howler style, found its way into the trivia column of *The Daily Telegraph*, with what consequences for the Section's membership figures we have been unable to discover!

Eight readers have sent in details of some 30 films and rather more television programmes which have featured mills, most of them unidentified. The Race Mill, Brighton, was featured in *The Miller and the Sweep*, made in 1897 by an earlier pioneer of the cinema, G A Smith. There are more French films: *Jules et Jim* (Francois Truffaut, 1962) and *La Ferme du Pendu* (Jacques Dreville, 1946) show examples of the moulin pendent, in which the waterwheel is raised or lowered according to the water level. Terling windmill in Essex was in *Oh, Mr Porter!* (1937) and Mapledurham watermill on the

Thames is blown up in *The Eagle has Landed*. The watermill in the 1990 version of *Cyrano de Bergerac* has been pronounced impossible. The windmill which is burned down in the 1931 *Frankenstein* film is clearly a studio fake, but Hardingham watermill in Norfolk was burned down for real in *The Shuttered Room*. The list continues and the latest contribution branches out into 'Mills on Jigsaws'.

Clearly, there is a lot of industrial archaeology in films. We would be glad to hear of any sightings of gunpowder mills, paper mills, water turbines or knitting shops; but please don't send us anything else!

Glenys and Alan Crocker are the Editors of the SPAB Wind and Watermill Section Newsletter. They can be contacted at 6 Burwood Close, Guildford, Surrey GU1 2SB □

Bath Hotel Boat Company



INDUSTRIAL HERITAGE CRUISE ON THE KENNET AND AVON CANAL

21-24 April 1994

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Details from Sue West, Bath Hotel Boat Company
2 Sydney Wharf, Bath BA2 4EF. Telephone/fax 02225

18 October

Tonight's meeting of the Pipeclay IA Society was dominated by Neill's report on the worrying developments at the Chatterley Whitfield Mining Museum in Staffordshire. It appears that this highly esteemed industrial museum - one of the first preserved deep coal mines in Britain - has closed because of a reduction in its grant from the local authority. Bolt reacted violently and, one might say, predictably. Our tour of Staffordshire IA sites some years ago was delayed for three hours because Bolt was so impressed by the displays at the museum, and got into a very long conversation with one of the ex-miner guides about Staffordshire mining terminology. So he was vehement in demanding that we write an exceedingly strongly worded letter condemning Stoke Council for their 'act of dastardly cultural vandalism unparalleled since Beeching axed the railways'. Bolt is no fan of local government since Buttockbarn District Council refused him planning permission to erect a Great Western Railway signal gantry in his front garden, and he volunteered to take the letter to the Mayor of Stoke in person. For the first time since their fateful trip to Sellafield, the remarkable Mrs Dobbin agreed with him, offering to accompany him 'to teach that latter-day hun and charlatan a thing or two'. But Neill and my wife were finally allowed the opportunity to point out that, whatever the rights and wrongs of Buttockbarn Council's decision on Bolt's signal gantry, local authorities generally were in a most unenviable position, what with constant reduction in their funding from central government, and the bizarre vagaries of the current local government re-organisation programme, and were even reducing essential services. It took the best part of an

Smallsmith's Diary



hour to persuade Bolt and Mrs D that industrial museums, however desirable, are not essential in quite the same way that housing and social services are. Bolt was just beginning to launch into a tirade about the curse of single mothers on the nation, when he was suddenly and most meekly silenced by my dear wife clearing her throat in a way that can only be described as spine-tingling. Neill was then able to continue, reporting his disturbing suspicion that the receivers may sell off the historic mining collection loaned to Chatterley Whitfield by British Coal. My wife, having just brought order to the meeting, then created her own diversion, slamming British Coal's 'wholly shameful attitude' to the pits it has closed, and its abject inability to defend the coal industry. I was moved to criticise her at this point for her foolish prejudice, because it takes merely a single British Coal lorry to start her off on her ranting. But she replied, far too tartly I felt, that this was hardly a problem, as we now never had the opportunity to see one. The meeting came to an end with the decision that Neill would write to Stoke Council expressing our sadness that this closure had come about, and hoping that this wouldn't be the first of many such closures brought about by imposed restrictions on local authority spending, and thus on local democracy as a whole.

14 December

The latest mailing from the national IA Society arrived today. Yet again the journal proved itself a fascinating, sober and most scholarly production. However my enjoyment of what is normally a quarterly high-point in our calendar, the newsletter, was marred not a little by an editorial note to say that it will be changing its format for the next issue. This forces me to query how a paper of such quality could actually be improved. Indeed it raises the whole (and whatever my dear wife might say, I would argue very valid) issue of why there must be this constant and impatient urge for change. What is it about our age that makes us so restless, so unwilling to keep things as they very acceptably have been. After all, the newsletter is the news mouthpiece for industrial archaeologists whose very interest, nay, life blood, is the recording and conservation of the industrial past. I dare say the editor of the newsletter is the modern thrusting young executive type, who believes that a so-called 'corporate identity' is the be all and end all. And no doubt he'll use his new format to continue the worrying trend of printing tedious so-called humorous pieces, which I believe is a major mistake because, like many industrial archaeologists worth their salt, and despite what Mrs Dobbin may sometimes rudely imply, I take my interest in IA very seriously indeed. Humour all too often reflects very badly on those who find it funny. My concerns are shared by Bolt and Mrs D who called this evening to discuss this very matter. However we will keep our views to ourselves until we see what sort of 'banal dog's dinner' (to use Mrs D's phrase) the new newsletter actually is.

This regular feature in IA NEWS provides a 'leader' column for opinion rather than just information. The Editor is pleased to receive letters in response to Comments, or on other matters.

This magazine is the first ever issue of *Industrial Archaeology News*, the successor to the *AIA Bulletin*. You will see that in the main it follows the style and content that we have developed for the *Bulletin* over the past years, although there are some important differences - for example we have expanded to twelve pages instead of eight, we have a sharper graphic image, and we are avoiding overlap with *IA Review* which will now no longer carry news. You will also see further changes in forthcoming issues, as we put the new magazine on a sound footing - for example re-establishing a modified version of our regional report features. The main developments flow from detailed discussion of policy by the Membership Services Committee last year.

We will be pleased to receive readers' comments on the changes that have been made so far, and any others you may feel are necessary. We get very little feedback from readers about the style or content of our news bulletin. But remember, you are paying for it, so let us know - through the Editor - if you have complaints, suggestions, contributions or comments. In the past five years we have made a large number of changes, but there has been little response. Many people have said in conversation that they enjoy the improvements, and we have heard rumours of people being unhappy with aspects of what we do; yet we seldom receive letters of either complaint or compliment (just three in the last five years). Please do comment now if you have views, whether good or bad.

The stated aims of IA News are as follows. Let us know how effectively you think we are fulfilling them.

- To inform members about AIA organisation and policy.
- To notify members of events and services of interest.
- To provide news and information about industrial archaeology.
- To promote discussion about industrial archaeology and heritage.

COMMENT

To provide contacts for exchanges of information.

To publish letters and comments.

To set a positive image of the Association to members and the public.

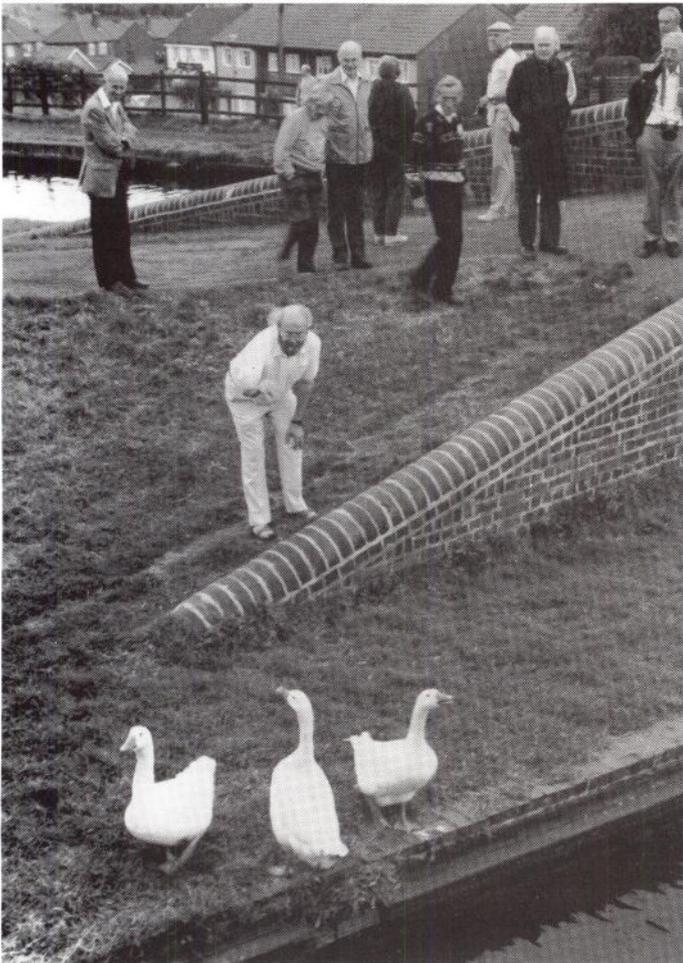
To promote Industrial Archaeology to others, including educational and journalistic groups.

To provide interest and amusement for members.

We expect to achieve these aims by having the following contents on a regular basis.

- Explanations of AIA policy and changes to it.
- A diary of events of national interest.
- Detailed briefings on events or services of special importance, for example AIA conferences and national awards.
- An affiliated societies spot, giving news of AIA services.
- News reports of events of national interest.
- International and foreign news reports, especially where pertinent to a UK audience.
- Brief regional reports of news of lesser or local significance.
- A 'noticeboard', for members and organisations to appeal for information, request assistance, offer artefacts etc.
- Articles and comments on matters concerning the development of industrial archaeology and heritage - preferably lively, speculative pieces which encourage debate.
- A letters section for comments on the Association and other issues.
- A humorous column to comment lightheartedly on pertinent issues.
- One or two cartoons.
- Leaders commenting on industrial archaeology, the Association and current issues, written by the President, IA News Editor or others.
- Reports on AIA events, including conferences, elections, awards etc.
- Obituaries of people known widely in the context of industrial archaeology or closely related subjects.
- Advertisements to help fund our expansion to 12 pages.

If you have any suggestions or comments regarding IA News, please write to the Editor, Dr Peter Wakelin, School of Humanities and Social Sciences, University of Wolverhampton, Castle View, Dudley DY1 3HR; or fax 0222 450859.



Conference organisation is for the birds: Tony Yoward, joint organiser of the 1994 conference in the beautiful South at Winchester, makes friends on a Black Country Canal at the 1992 conference (see Beautiful South, right)

Out and About with IRIS

IRIS is growing up fast. Born in the summer of 1992, and introduced to many of her AIA friends in 1993, this young lady has been widely admired. Indeed, she seems to have a bright future before her, if she can keep the friends she has made and at the same time widen the circle.

One very close friend has always been the Archaeology Unit at Lancaster University (LUAU), which employs our Sites and Monuments Officer, Michael Trueman, when he isn't working for the AIA. Last November, the Association reached an arrangement with LUAU whereby Michael retained the week by week management of the IRIS initiative, whilst the Unit appointed a project assistant on a two days per week basis. An advert in *The Guardian* produced a good response, and our new Project Assistant began work in January.

Jane Robson should feel at home with the 1995 annual conference, for she comes from Sheffield. She has a degree in Town Planning Studies from the University of Cen-

tral England (Birmingham Polytechnic when the course began), and a postgraduate diploma in Town Planning. As part of the latter, she worked on attachment with Peter Bowland, Borough Archaeologist at Dudley - delegates to the 1990 conference will remember Peter's exposition of Dudley's well established planning policies for buildings of the industrial period. Jane has been getting to know the project up in Lancaster, and has been meeting local society members and sites and monuments officers to promote wider use of IRIS. Members who have not yet met or heard her will have an opportunity at the Ironbridge Weekend on 9-10 April (see the details in this mailing).

IRIS has also been meeting with the Royal Commission on the Historical Monuments of England and continuing to develop the very strong links which have been built from the early days of the initiative. Current discussions relate to the transfer of IRIS format records to the National Monuments Record, and include the matter of compatibility in computerisation. Further details will be posted as plans mature.

John Crompton

The Beautiful South

The AIA conference in 1994 will be based at Sparsholt College near Winchester. You will be very sorry if you think, 'there is nothing of interest to me in that area'. Consider for a moment: where else could you have dinner on the first iron clad steamship, be able to sip your sherry while looking at the sunset at the entrance to Portsmouth harbour, and then wander over HMS *Warrior* as you like? How else could you travel down Southampton Water and view the site of the famous docks from a triple expansion steam ship? Where else is there a dockyard like the one at Portsmouth or a Victorian defensive fort built into a chalk escarpment with an armament display from the Tower of London?

All this as well as a trip to the Portland stone quarries; the Royal Commission on the Historical Monuments of England in the old Railway Works at Swindon; a ride on the Watercress preserved railway; lunch on one of Palmerston's forts in the Solent, and much, much more could be yours if you reserve 7-13 September 1994 in your diary now. An application form is enclosed with this newsletter.

Tony and Mary Yoward

Nat West Donation

The National Westminster Bank has made a donation to the Association for Industrial Archaeology of £200. The award was applied for by the Association's Honorary Treasurer, Michael Messenger, who is also a Nat West bank manager in Cardiff. It was paid under the Bank's Community Action Awards scheme, which is intended to 'acknowledge the contribution of time and commitment staff give voluntarily' outside their work. Michael has put the money towards the AIA's special fund for IRIS, the Index Record for Industrial Sites. This project is doing important work to assist the recognition of industrial archaeological sites in England, and will make good use of the award. Anyone else who wishes to make donations to the fund should contact Michael Messenger, 144 Lake Road East, Roath Park, Cardiff CF2 5NQ.

Ironbridge Weekend

The annual AIA Ironbridge weekend, for affiliated society representatives and other members of the Association, will be held from 8 to 10 April. Details and booking

forms are enclosed with this mailing. The final programme has been arranged by the AIA's new Affiliated Societies Liaison Officer, Gordon Knowles, and is on the theme of the relevance of the idea of typology in industrial archaeology.

The development of typologies is essential if we are to develop more systematic ways of recording, classifying, preserving and understanding all kinds of industrial remains. Just as prehistorians are able to use agreed terminology for different types of burial mound or hill fort, and are able to study and understand them with the aid of classification, industrial archaeologists increasingly need to find ways of breaking down the features they are examining into different types - the varying types of mine headframes, mineral buddles, ceramics kilns etc. Many approaches to the use of typologies will be discussed and their relevance to progress in industrial archaeology investigated. One focus of the weekend will be a discussion of appropriate typologies for studying limekilns, and delegates are welcome to contribute explanations of some of the types of limekilns found in their own regions.

Please book for the weekend using the enclosed form. Queries should be addressed to Gordon Knowles, 7 Squirrels Green, Great Bookham, Leatherhead, Surrey KT23 3LE.

New Members

The Association welcomes the following new members:

- E. Brooke, York
- A. Joseph, Newcastle-under-Lyme
- V. Larcombe, Telford
- M. Hatton, London
- G. Dusautoy, Derby
- Mr and Mrs P. Steer, Derby
- G. Dunn, Camelford
- G. Brain, Stratford-upon-Avon
- D. Jackson, Chelmsford

Encyclopedia Award

The Blackwell *Encyclopedia of Industrial Archaeology*, edited by Dr Barrie Trinder, has been awarded a Very High Commendation by the selection panel for the Library Association's McColvin Medal, which is presented annually for reference books of outstanding quality. Criteria sought by the judges include the authority of the work and the quality of the entries, the accessibility and arrangement of the information, the style, and the quality and relevance of the illustrations.

The Encyclopedia is the work of fifty contributors from fifteen different countries. It was published late in December 1992, and has sold steadily, principally to libraries and academic institutions, in all parts of the world. The high level of sales in the United States and Canada has been particularly pleasing to the editors and publishers. It was highly commended in the *Library Journal* in the United States. A *Kaleidoscope* programme centred round the Encyclopedia was broadcast on BBC Radio Four on 1 May 1993.

The award was presented to Dr Trinder during a ceremony at the Barbican Centre, London, on 2 November 1993. Winner of the McColvin Medal was Stanley Sadie, for *The New Grove Dictionary of Opera* (Macmillan, 1992).

Fairground Heritage

A new National Fairground Museum is in preparation. It will be based near Northampton and is due to open in 1996, with a smaller outpost at Three Mills in London. The fantastic painted and gilded rides of early twentieth-century fairgrounds have a place in many people's hearts, and both earlier and later relics from fairgrounds are important pieces of our past. Many of them demonstrate virtuoso steam engineering, or are exceptional examples of popular art and decoration. Several fairground rides have now been bought for the museum, including the oldest surviving large fairground ride in Britain, the Rodeo Switchback dating from the 1880s. The Museum has had support from the Science Museum, the National Art Collections Fund, the Victoria and Albert Museum and the National Heritage Memorial Fund. The Northampton site will contain an operating steam fair protected by a canopy of 50,000 square feet, together with exhibition galleries and space for visiting fairs and circuses.

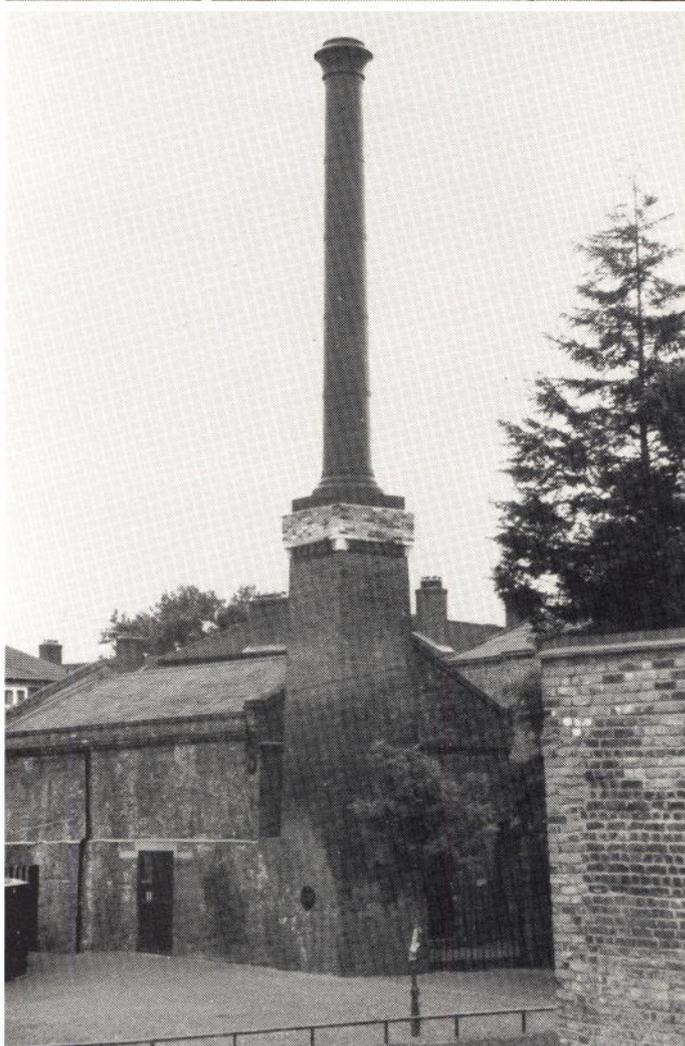


Photo: R J M Carr

Knighthood for Neil Cossons

Dr Neil Cossons, the Director of the Science Museum and an Honorary Vice-President of the AIA, has become Sir Neil Cossons. He was appointed Knight Bachelor in the New Years Honours List. This is believed to be the first time such a high honour has been given to someone whose principal achievements lie in fields associated with industrial archaeology.

Sir Neil was the first Secretary and is a former President of the AIA. He has also been President of the Museums Association and the Association of Independent Museums, and is a Commissioner of the Historic Buildings and Monuments Commission. For 12 years, until 1983, he was the first Director of the Ironbridge Gorge Museum Trust, taking it from its small-scale origins to become probably the world's most innovative industrial museum and winner of the first Museum of Europe Award in 1978. While at Ironbridge, he was also one of the founders of the post-graduate centre which is now the Ironbridge Institute. He is admired for his well-aimed, constructive, and frequently controversial, contributions to the development of industrial archaeology over many years, as a frequent lecturer and broadcaster and as the author of many articles and books, including the outstandingly successful *BP Book of Industrial Archaeology*.

left top: Sir Neil Cossons OBE FSA FMA

New London Landmark

The thirty foot replica iron chimney extension on the Brunel boiler house at Rotherhithe in London is now erected. An official opening ceremony was performed by the Duke of Wellington on 18 May 1993. Although we have seen the drawings for this restoration the effect on the local landscape was difficult to visualise. The new erection is very prominent and a little surprising. The top part of the chimney was originally wrought iron and the present work is intended to reproduce its appearance in 1843. The accompanying photograph (left) shows the view from the riverside. The new chimney certainly advertises the boiler house in a dramatic way and should draw larger numbers of visitors to the exhibitions held there. Contact Nicholas de Salis ☎081 318 2489.

Robert Carr



Memories of summer rains: even in an uphill struggle the AIA keeps smiling. Members climb the gradient to Newland Furnace during the AIA 1993 conference in Cumbria. Details of the 1994 conference, based at Winchester, are enclosed with this mailing.

Photo: R J M Carr

Glyn Pits

With their unique mid-nineteenth century pumping and winding engines, the Glyn Pits are one of the most important scheduled monuments in Britain. They were scheduled in 1974 and their machinery was described by Marilyn Palmer and Peter Neaverson in *IA Review* in 1990.

However, over the past 20 years, all attempts to consolidate or restore have failed, and early in 1993 the Welsh Mines Preservation Trust determined on one further effort before the site became irretrievably ruined. The Trust put forward a staged plan to Cadw: Welsh Historic Monuments, the first

part consisting of scrub clearance and tidying up. This part, aided by Cadw grants, is now well under way.

A recent meeting convened by Torfaen Borough Council, which included representatives of Cadw, the Welsh Development Agency, the Welsh Mines Preservation Trust and Mr Hanbury Tenison the landowner, has marked a further important advance. After a wide discussion including the question of custodianship, it was resolved to accept a quotation from Dorothea Restorations for a detailed report on restoration of the machinery to several stages of completeness, including steam operation. The cost of this study will be shared by

Cadw and the Welsh Development Agency. The buildings will also be investigated, and all being well, the machinery will probably be removed for restoration and replaced before repairs and re-roofing.

Mr Hanbury Tenison explained his plans for creating a public forest park in the area, and considered a restored Glyn Pits would complement the scheme very well. A long term aim to relay the mineral railway for half a mile as far as Upper Race to bring visitors to the site was also thought a possibility.

The general tone of the meeting was very positive and it is hoped that the impasse that has for years bedeviled the Glyn Pits has at last been broken.

David Bick



One of the beam engines where clearance of vegetation has begun

Photo: David Bick

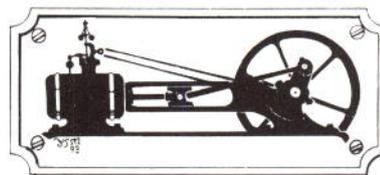
Airfields Survey

As threats of closure and redevelopment continue to affect airfields in the United Kingdom, English Heritage has just commissioned a six months survey of historic airfield buildings and related aviation structures. Both civil and military airfields are being assessed and the study is being carried out by Julian Temple, Curator of Aviation at Brooklands Museum, and Paul Francis of the Airfield Research Group.

A number of sites will be visited by early 1994 and the Ministry of Defence is supporting the initiative by allowing access to certain airfields now due for closure or disposal. The scope of the survey is

restricted to England, and the report is to be completed in the spring. The ultimate aim is to arrive at a balanced selection of historically and/or architecturally important aviation structures; it is hoped that some of these will be Listed and others Scheduled and that the report will provide a solid basis for making the selection widely understood and supported.

Anyone wishing to suggest specific buildings to be considered should write to Julian Temple at Brooklands Museum (Fax 0932 855465) or contact Paul Francis ☎0920 468550.



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Vanishing Coal Industry

The Royal Commission on the Historical Monuments of England has recently undertaken a photographic survey of the coal industry. This mirrors earlier work in Wales and Scotland, but on an even grander scale. The project team has recorded some 300 sites, including working British Coal pits, such as Frickley Colliery in South Yorkshire, and small private mines, the latter including one of the last free mines in the Forest of Dean. With the closure of the British coal industry going on apace, the aim of

the survey is to illustrate the wide variety of types of structure associated with the industry and place them in an historical context. The team has therefore looked at some of the communities that the coal industry called into being and has photographed model housing developments, miners' institutes, convalescent homes and even disaster memorials. A book based on the survey is due to be published this year.

right: *People and things in the coal survey: A W Trueman, coal merchant of Awre, Gloucestershire.*

Photo: Royal Commission on the Historical Monuments of England no 8893/8516



ADVERTISE IN IA NEWS

IA News now takes advertising. The publication reaches a wide readership through direct subscription, circulation to affiliated organisations, and use in libraries. The market reached will be attractive to a variety of commercial advertisers, including publishers, tour operators, heritage consultants and visitor attractions. Advertising rates are:

£45 for one-ninth of a page £65 for two-ninths of a page
 £85 for one-third of a page £145 for two-thirds of a page
 £200 for a full page

All proceeds contribute to the expansion of the newsletter to 12 pages and to the work of the Association which is a Registered Charity. Inserts may be mailed with **IA News** at a charge of £25 per insert; currently 1000 copies must be supplied. For details contact the Editor, Dr Peter Wakelin on 0222 465511 ext 269 (daytime) or 0222 668644 (evenings)

Hanwell Station

In West London on the Great Western Railway main line at Hanwell is a fine example of a traditional suburban railway station with overhanging canopies. The lines here were quadrupled in 1877 and the station was probably renewed at this date. The station is Listed and British Rail spent quite a large sum of money in 1980 putting things in good order. This might be described as a heritage station and survivals of this quality are rare in the Greater London area (and elsewhere). In the vicinity are 22 listed areas/buildings and to the west is I K Brunel's famous Wharncliffe viaduct of eight arches over the River Brent, finished in 1838 and rebuilt in 1877. With the advent of Crossrail and the rail link from Paddington to Heathrow Airport, electrification of the overhead system is proposed and concern has been expressed that Hanwell Station may suffer. English Heritage has opposed British Rail's request for de-listing along the electrification route and would like the wires across Wharncliffe viaduct to be supported in a way which is not too visually intrusive. The overhead electrification of Durham viaduct is regarded as a good example to follow. Readers interested in progress at Hanwell may like to contact Mr Gordon Pedley of the



Hanwell Preservation Group ☎081 567 0470. The two accompanying photographs taken in August 1993 give an idea of the present appearance of the station. They illustrate the building and canopy on platform 3 on the north side. There is also an island platform to the south which has substantial remains. Robert Carr

Hanwell station, above, looking west, and right, looking north, in August 1993
 Photos: R J M Carr



19 March 1994**SECOND ANNUAL NEW RESEARCHERS IN MARITIME HISTORY CONFERENCE**

at Merseyside Maritime Museum. Details from Adrian Jarvis, Merseyside Maritime Museum, Albert Dock, Liverpool, L3 4AA.

25-27 March 1994**MINING BEFORE POWDER**

a conference at Ambleside to mark the 500th birthday of Georgius Agricola. Details from Mr Lynn Willies, Peak District Mining Museum, The Pavilion, Matlock Bath, Matlock, Derbyshire DE4 3NR ☎ 0629 583834.

8-10 April 1994**AIA IRONBRIDGE WEEKEND**

at the Long Warehouse, Coalbrookdale. Details with this mailing.

13-15 April 1994**ARCHAEOLOGY IN BRITAIN '94**

the annual conference of the Institute of Field Archaeologists, at Bradford. Details from Steve Walls, IFA, Metallurgy and Materials Building, University of Birmingham, Birmingham B15 2TT ☎ 021 471 2788.

16 April 1994**SOUTH EAST REGIONAL IA CONFERENCE 1994**

on the theme of 'Making Air Work', at Godalming. Details from Peter Tarplee, Donard, East Street, Great Bookham, Leatherhead, Surrey KT23 4QX.

16 April 1994**25TH ANNUAL CONFERENCE OF WESTERN INDUSTRIAL ARCHAEOLOGICAL SOCIETIES**

at Tredegar House, Newport, Gwent. Details can be obtained from Tony

Jukes, 26 Danygraig, Machen, Gwent NP1 8RF ☎ 0222 885789.

16 April 1994**MANCHESTER AIRPORT AND ITS RAIL LINK**

a day school on its development since the early years of this century, at Manchester. Details from Derek Brumhead, Gayton, Laneside Road, New Mills, via Stockport, SK12 4LU.

21-24 April 1994**INDUSTRIAL HERITAGE CRUISE ON THE KENNET AND AVON CANAL**

organised by the Bath Hotel Boat Company ☎ 0225 448846. See advert in this issue.

6-8 May 1994**INDUSTRIAL HERITAGE OF THE EDEN VALLEY, CUMBRIA**

a weekend course for those who missed the AIA conference in September. Details from Blencathra Field Centre, Threlkeld Keswick ☎ 07687 79601.

11-13 May 1994**PLANNING AND THE HISTORIC ENVIRONMENT**

a short course at the Department of Continuing Education, University of Oxford, 1 Wellington Square, Oxford OX1 2JA ☎ 0865 270360.

14 May 1994**EERIAC 4**

at Suffolk College, Ipswich. Details from B Taylor, Crown House, Horsham St Faiths, Norwich NR10 3JJ ☎ 0603 897912.

16-20 June 1994**AIA FIELD WEEK IN LONDON**

details are included with this mailing.

24 June-3 July 1994**CITIES AND SUSTAINABLE DEVELOPMENT**

a Global Forum about all aspect of urban environments, based in the Castlefield Urban Heritage Park, Manchester. Details from Global Forum '94, Castle Street, Castlefield, Manchester M3 4LZ ☎ 061 234 3741.

16-23 July 1994**THE CRADLE OF THE RAILWAYS**

a summer school at Durham. Details from Andrea Nicolaidis, Summer Academy, The University, Canterbury, Kent CT2 7NZ ☎ 0227 470402.

6-13 August 1994**MUCK AND BRASS**

a summer school on the North's glorious industrial heritage, at Durham. Details from Andrea Nicolaidis, address as for previous dairy entry.

7-13 September 1994**AIA ANNUAL CONFERENCE**

in Winchester. Details are enclosed with this mailing.

9-10 September 1994**ARTEFACTS FROM WRECKS**

a conference on the archaeology of material culture from shipwrecks of the late middle ages to the industrial revolution, in Cardiff. Details from Dr Mark Redknap, Department of Archaeology and Numismatics, National Museum of Wales, Cardiff CF1 3NP.

12-17 September 1994**ELEVENTH INTERNATIONAL ECONOMIC HISTORY CONGRESS**

in Milan, Italy, including over 75 sessions on different themes. Details from Ing. Alessandro Ciarlo, Bocconi

Comunicazione, Universita Bocconi, Via Sarfatti 25, 20136 Milano, Italy.

13-16 September 1994**MUSEUMS ASSOCIATION ANNUAL CONFERENCE**

in Brighton. Details from Antonia McCafferty, Museums Association, 42 Clerkenwell Close, London EC1R 0PA ☎ 071 250 1836.

8-13 September 1995**AIA ANNUAL CONFERENCE 1995**

in Sheffield. Details will be circulated with a future mailing.

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 advertised.

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

Editor: Peter Wakelin

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Edited from the School of Humanities and Social Sciences, University of Wolverhampton, Castle View, Dudley, West Midlands, DY1 3HR, and published by the Association for Industrial Archaeology. Contributions should be sent to the Editor, Dr Peter Wakelin, at the above address. News and press releases should be sent to the appropriate AIA Regional Correspondents, names and addresses for whom are given regularly on this page. The editor may also be contacted on 0222 465511 extension 269 or 0222 668644. A fax is available on 0222 450859.

Final copy dates currently are as follows:

30 September for November mailing

30 December for February mailing

30 March for May mailing

30 June for August mailing

The AIA was established in 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist survey and research groups and bodies involved in the preservation of industrial monuments, to represent the interests of Industrial Archaeology at national level, to hold conferences and seminars and to publish the results of research. Further details may be obtained from the Membership Secretary, Association for Industrial Archaeology, The Wharfage, Ironbridge, Telford, Shropshire, TF8 7AW, England ☎ 095243 3522.

The views expressed in IA News are not necessarily those of the Association for Industrial Archaeology.



Framing Opinions, the recent English Heritage educational document on alterations to windows in historic buildings has been an attempt to raise awareness of the ways in which the character of buildings is often needlessly lost. This domestic example from Cardiff is a particularly dramatic representation of how all vestiges of historic character can be removed. The house on the left has lost its roof and chimney; but the house on the right has lost just about everything it is possible to lose. Readers are invited to see if they can match this with photographs of even worse examples - perhaps of industrial buildings. Please send them to the Editor at the address on the back of this issue.

Photo: Peter Wakelin