

INDUSTRIAL ARCHAEOLOGY NEWS

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THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

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INDUSTRIAL ARCHAEOLOGY NEWS 151 Winter 2009

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COVER PICTURE

*Sibsey Trader six-sail windmill, seen on one of the AIA
conference tours around Lincolnshire (see this page)*

Photo: Marilyn Palmer

AIA Lincoln Conference

This year's annual conference was based at the University of Lincoln, where proceedings were supervised by the presence of St. Hugh's cathedral rising over the waterfront of Brayford Pool. The attention to detail exercised by Neil Wright and his team from the Society for Lincolnshire History and Archaeology (IA Group) was subtly apparent in the organisational smoothness. A comprehensive programme of lectures and visits enabled delegates to appreciate what was on offer from a very large and industrially diverse county. Additional material for this report came from Chris Barney, Louise Dixon, Alan Hardman, Fred Manning, Michael Messenger and Mike Searle.

Terry Evans

With no Friday seminar this year a walk around the once heavily industrial Witham valley was arranged for the afternoon. The shift from agriculturally-driven engineering to heavy engineering led to widely known businesses such as Ruston, Procter & Co., Clayton Shuttleworth and Robey. Surviving buildings represented three centuries, much present-day activity being under the Siemens banner.

The main conference commenced after dinner with a welcome from AIA Chairman Tony Crosby, who stressed that this was our second Lincoln Conference. An introduction to Catherine Wilson, President of the Society for Lincolnshire History and Archaeology. An ever-presence throughout the days to come, Catherine proudly stated that she attended the 1983 conference. Emphasising the links between the University and our host society, one valid point of her talk concerned the quantity of guides and other publications produced. Neil Wright, Chairman of the host society, delivered an embracing introduction to IA in Lincolnshire.

Repeating the 2008 precedent, no outings were arranged for the Saturday. Stewart Squires, Chairman of the IA Group, SLH&A, spoke first on transport in the county. Water was always a route and also a barrier. From the early embankment of Ermine Street to thirteenth-century salt trade, the far-inland trading with the Baltic and then European rivers was followed by the turnpike era. Turnpiking led to civil engineers becoming involved. Few true canals, even though of northern waterway dimensions, are to be found. The railway age stimulated the use of drains for navigation due to interconnection, and the distinctive railway architecture of the area was highlighted. Ironstone railway systems and, inevitably, the potato railways were also described. Michael Lewis next outlined the bridges of Lincolnshire. Due to the width of the rivers or their marshy nature few medieval bridges feature. Cast iron led the way forward in combination with embankments and timber, flourishing with the spread of drainage schemes. Suspension bridges were rare but the huge wrought iron or steel spans of the railway companies (many of these were opening bridges) gave an impressive lead-up to the Humber Bridge of 1981.

After a much enjoyed poster session at coffee time, Jon Sass described Lincolnshire's mills. Wind power seems well documented, whilst water power is not. Tanbark, oil seed and chalk grinding yielded somewhat to flax, with fulling mills becoming ragmills. Monastic and borough mills coexisted, with post mills dominant until the late eighteenth century, tower mills replacing them. A fine explanation of the suitability of light-framed smock mills for peaty soils was given. The technology employed in different regions of the county was linked to local agents supplies, a good example being roller reefer sails around the Humber and South Yorkshire.



Look inside ... the AIA visits the blacksmith's shop at Spalding

Photo: Rodney Hall



A large Ruston, Proctor & Co. steam shovel at the Museum of Lincolnshire Life in Lincoln

Photo: Barry Hood



Dogdyke pumping station beside the River Witham

Photo: Peter Stanier



Delegates hear about the plans for the re-use of the huge and derelict Bass Maltings site at Sleaford Photo: Rodney Hall

Members' contributions in the afternoon included Mark Sissons covering chaldron wagons at Beamish as well as an intrigue of the East Midlands: the 'Director's Window.' Derek Brumhead spoke about the installation of the screw turbine at the New Mills Hydro, while John Watts 'wattsised' over decidedly rustic domestic water supplies and Tony Crosby expounded upon AIA Restoration Grants in respect of the VIC 32 boiler. A charming building lovingly revealed by Derek Bayliss was the Hoylandswaine Nail Forge which all were invited to visit. Tim Smith was present once more to talk on low-pressure hydraulic power. The post refreshment session was given to the assorted AIA awards, reported elsewhere. The Annual Dinner abandoned the feudal ambience of Wiltshire for a disco hall in a former GNR locomotive shed. This was a demanding and psychedelic psychiatric test ('no crowd surfing permitted') which most delegates failed.

Sunday morning came to life with the 2009 AGM of the AIA with Barry Hood and Bruce Hedge respectively delivering the Secretary's and Treasurer's Reports. Tony Crosby was re-elected as Chairman with Mark Sissons as Vice-Chairman. Paul Saulter presented a detailed lure concerning the imminent New Zealand visit and sketched in details for possible 2010 journeyings. Pete Joseph of the Trevithick Society then outlined some details of the 2010 conference at Penryn, Cornwall.

The 35th Rolt Memorial Lecture was given by David Alderton. Entitled 'The Death of the Industrial Past?', East Anglia was taken as perhaps a more typical area to survey than the more heavily-industrial areas. What had disappeared since the mid 1970s and to what degree and why gave a guide to a field survey of several hundred sites. The results, generally showing how much had gone, were shown in diagrams and tables. The difficulties of



The beam engine at Dogdyke pumping station

Photo: Steve Dewhirst

relocations, the analysis of recognising new technologies and the distortion of reality by museums were mentioned. Appearance overcomes function within planning legislation, the speaker commenting upon the relative lack of records of workforce skills and personal memories. This ended the formal conference.

Three outings took place that afternoon. Chris Page led one south east to Dogdyke pumping station on the River Witham. A 16hp A-frame beam engine of 24ins x 48ins cylinder (by Bradley & Craven of Wakefield, 1855 or 1856) was running, driving its 24ft scoop wheel. The 1940 replacement 22ins Gwynnes centrifugal driven by a single-cylinder Ruston 7XHR diesel was also operating. The party were aware of the poignant loneliness of the adjacent cottage with its sad little garden. In contrast the oddity of Woodhall Spa was the legacy of a failed coal sinking which found mineral waters. Availing of the tea rooms, opportunity was taken to view the 'Kinema in the Woods', still in business having shown films since 1922.

The second party travelled north west to Gainsborough Bridge. Crossing over the Trent the newly-created riverside walkway revealed an interesting mix of new and converted buildings. At Marshall's Yard, the remains of the famous Britannia Works, Rob Wherton of the local council, who had been involved in the conversion of the works to a retail outlet, gave a most interesting account of the problems in balancing the needs of English Heritage, the council and the developer. At Gainsborough Central Station a herd(?) of 'nodding donkeys' were seen pumping oil.

Derek Broughton greeted the third group at the Museum of Lincolnshire Life, housed in a former militia barracks in Lincoln. Domestic rooms and the Lincolnshire Regiment displays led to the larger object store and the workshops, currently restoring a Tuxford traction engine and a stationary engine built at Hornsby's Technical College. Participants then relished being let loose, enjoying much from Ruston Bucyrus excavators to excellently presented old shops. At the adjacent Ellis's Windmill, Brian Smith led a tour of the 1798 four-sail structure rebuilt after fire by the Lincoln Civic Trust.

John Honnor's lifetime of experience showed when he delivered his opus 'The Drainage of the Fens' on Sunday evening. Describing early landscape with features from 20,000 years ago seems impossible, but from the retreat of the ice sheet to flooding in 1947, 1953 and 1978, the legacy was skilfully explained. Listeners were treated to a review of Roman farming, Saxon development, Norman water defences on to Elizabethan and Dutch-influenced work. By the talk's end, detail such as parish sizes and map features influenced by excavation developments (e.g. wheelbarrow runs, steam, electricity, creation of drainage boards) were understood.

On Monday Ken Hollamby took one group to Grimsby docks. Always associated first with fish, the arrival of the MS&LR in 1848 led to Grim the Danes' settlement being developed by that railway company. The 138-acre Royal Dock was



The swing bridge at Sutton Bridge across the navigable and tidal River Nene

Photo: Barry Hood



Visiting Alvingham water mill

Photo: Barry Hood

built on arches on piles. The GNR route to London gave the impetus to the creation of three fish docks over a 70-year period. Surviving buildings are evocative but impossible to adapt. Grimsby never became a commercial port, as Kingston-upon-Hull was long established on the Humber. After lunch the tour visited Immingham Docks; a massive contrast with the morning. Intended to overcome Grimsby's size limitations and underwritten by the GCR, Immingham boasts the UK's greatest tonnage per annum, 56M. Opened in 1912 with 11m draught, it is now much associated with oil, scrap, paper, motor cars, coal and iron ore (the latter two much needed by nearby Scunthorpe steel works). Timber is now handled at Grimsby, but Immingham has a vibrant ro-ro facility.

Neil Wright took a second party across Lincoln Heath to Sleaford. After a brief visit to the canal head the party explored the massive Bass Maltings, built in 1899-1905 and almost 1,000ft long. Derelict for many years, this iconic industrial monument is about to see redevelopment. After lunch the party visited Sutton Bridge. Known formerly as Cross Keys, the estuary of the River



Maud Foster windmill at Boston

Photo: Marilyn Palmer

Nene has a long history of embankment, channelling and bridging. The present 1897 swing bridge, a Handyside bow-string trussed design, has an adjacent hydraulic tower. Originally rail and road, it is now road only. Regrettably the planned visit to the elevated control cabin was not possible.

Superb evening entertainment came from Peter Ryde of the Lincolnshire Film Archive. He has worked hard for many years rescuing and conserving film and his show reflected this. We saw Grimsby trawlers (1901!), Hornsby caterpillar tracks (1908!), packing machines, engine making at Marshall's, Ruston Bucyrus excavators, the New Holland and Hull paddle steamers and an oil buoy and pipeline 5km out into the Humber.

Neil Wright was again in action on Tuesday, explaining Rennie's scheme for drainage of the

difficult fen area north of Boston. His party first called at New Bolingbroke, a failed nineteenth-century planned town where Rundles, a local foundry, have found a market in the repair and building of fairground equipment. The current Mr Rundle has a collection of engines, vans and all manner of machinery. Two pumping stations delighted the diesel enthusiasts: at Lade Bank three 4-cylinder Ruston and Hornsby machines of 1940 and at Hobhole Sluice two 6-cylinder vertical Allen units and a Lister JP4 generator. Whilst Lade Bank had Gwynne's pumps, Hobhole Sluice employed mixed flow pumps off the diesels, plus Flygt axial-flow units. Other visual delights included the six-sail Sibsey Trader Mill and the Maud Foster windmill at Boston.

Chris Page took the second tour to Louth and the Wolds. The first main stop was Alvingham

water mill of the 1770s, with upper stories of the 1820s and similarly dated equipment driven by an 11ft breast wheel. Passing the scalloped Alvingham lock of the Louth Canal, the party lunched in Louth where there was some opportunity to explore the town. Then on to Gayton Engine on Lindsey Marsh, a charming 1850 engine house with a redundant Petter 2-cylinder loop-scavenge two stroke marine diesel. Using hot-wick/airstart this gave the delegates a superb show. Later, past Mablethorpe on the coast (alas, no view of the sea behind a defensive dyke!) to the fine 5-sail Hoyle's Mill at Alford, built by a local millwright in 1813. This was followed by Thompsons' millwright workshop in the town and still in business.

The evening treat was delivered by Dr Robert Fleming the Chief Executive of the Vulcan To The Sky Trust who detailed the multi-million pound project to restore an Avro Vulcan delta-wing bomber to flying condition. This covered spare engine provision and airframe corrosion which, due to over-engineering in the original design, turned out to be a non problem. A spectacular film of take-offs and landings enabled delegates to understand how restoration team members were in tears when the aircraft first flew under their care.

Wednesday continued the dry weather. Mike Hodgson led one group to tour RAF sites in the county. Five operational airfields exist. At RAF Scampton, Mervin Hallam showed the museum and explained the history of the 'dam-buster' raids. Taking in some disused airfields en route, the home of the Battle of Britain Memorial Flight at RAF Coningsby was visited. There, Alan Wood told tales of the Dakota, Spitfires, Hurricanes, Lancaster and Chipmunk in residence, together with weaponry. Barnes Wallis' Tallboy and Grand Slam bombs and bouncing bomb (not the final version) were seen. Thorpe Camp, the final stop, has an assembly of radio equipment, ARP memorabilia, wartime kitchen facilities and model aircraft.

The alternative outing with Neil Wright, proceeded to the (tulip) Bulb Museum at Pinchbeck near Spalding, followed by Pinchbeck Marsh steam pumping station. Erected in 1833 to drive a 22ft scoop wheel, the engine is an A-frame beam engine of 20hp produced by the Butterley Company. Moulton Mill with its 81ft tower has no sails but does have most of its machinery and provided a fine contrast with Pinchbeck Marsh. Lastly to Spalding and an early nineteenth century blacksmith's shop, returning through the town along the industrial, mercantile and residential mix of the River Welland waterfront. A final halt was made at the agricultural handtools collection assembled by Nicholas Watts at Pode Hole.

Rodney Clapson delivered the evening address on the keels and sloops of north Lincolnshire. Basically having the same holds irrespective of how rigged, the restriction of inland waterway dimensions and the vagaries of the open Humber estuary were explained. A full history of shapes and sizes and some idea of operation was given.



Alvingham Lock is a superb survivor on the Louth Canal

Photo: Barry Hood



Starting the Petters diesel at Gayton Engine Pumping Station
Photo: Steve Dewhirst



Water gushes out while the pump works at Gayton Engine Pumping Station
Photo: Steve Dewhirst



The stone floor of Hoyle's 5-sail windmill at Alford

Photo: Steve Dewhirst



A collection of eel gleans at Spalding blacksmith's shop

Photo: Stephen Rowson



The Marshall class L 100 hp horizontal compound pumping engine at Owston Ferry

Photo: Mark Sissons

The first of the final day's outings, led once more by Ken Hollamby, went north to New Holland. Starting from the MSLR housing at Manchester Square, the MSLR Yarborough Arms Hotel was passed on the way to the dock. A Baltic timber ship was unloading and, by special permission, the MSLR wooden construction and tug coaling chute were closely viewed. Relocating to Barton on Humber with a short presentation in the former ropeworks, flooded claypits, a boat-building yard and the Humber suspension bridge followed. Lunch was taken in the Old Mill pub with its surviving whiting mill equipment still in situ. The afternoon was occupied by a superb visit to Hoe Hill Tilery where the owner presented a comprehensive technical course on red pantile, flat tile and ridge tile production. This included entering a working kiln.

The second party visited the Corus steelworks at Scunthorpe and the Isle of Axholme. Welcomed by Ron Wilkins, who introduced the two other guides Paul Broadbent and Terry Longmate, the size of the steelworks' site began to sink in. Iron ore has been extracted locally since the 1850s, resulting in 176 miles of mine tunnel. One mine is still maintained but is not used as 35% is the maximum iron content anywhere in the region. Since the 1984 miners' strike South Yorkshire coal has been usurped by imported fuel from around the world including much from the port of Vancouver. From three pre-war plants, viz. Appleby-Frodingham, John Lysaght and Redbourn, the present TATA-owned plant produces 5Mtonnes per annum. Lime is sourced from Melton Ross works to the east of Barnetby-le-Wold. Using radio earphones, each guide covered his own speciality, the wealth of anecdote and layers of experience adding much to the visitor's enjoyment. The coach tour allowed the coal-handling, ore-blending and sintering, basic oxygen steel installation and the four blast furnaces to be seen. Perambulations into one of the two sets of coke ovens and into the concast building completed an excellent morning.

Then over Keadby rolling lift bridge, built by the GCR for both road and rail, proved a fascinating route to Owston Ferry. At the village a coach shuttle ensued between the Ferry pumping station and the 1854 Old Smithy, a blacksmithing and agricultural engineering business run by four generations of the Laming family until closure in 1988. Inside the Grade II listed building is a wonderful display of artefacts, documents, photographs, machinery and tools. The pumping station contains two Cornish boilers and a horizontal compound steam engine, all by Marshalls of Gainsborough and dating from 1910. In addition, a Ruston 9XHR diesel of 1952 and a Blackstone diesel of 1964 exist, the latter still on standby.

Ranging far and wide over a huge area, the week turned out to be informative and enjoyable with dry weather. Neil Wright and his team, driven by Catherine Wilson deserve much credit for their efforts. All of the daily helpers should be mentioned and also, of course, John McGuinness for the overall control of events. Cornwall 2010 will soon roll around.

Industrial archaeology and the Norfolk Museums & Archaeology Service

Norfolk Museums & Archaeology Service (NMAS) supports the preservation of industrial archaeology in Norfolk in a variety of ways, and welcomes interest and participation by interested groups or members of the public. The following article describes six examples of the way the Service works. The author is Head of Norfolk Museums.

Vanessa Trevelyan

Taking account of the collecting policies of other museums: Great Yarmouth Museums collected material of general maritime interest, including material related to the Norfolk Broads, but since 1984 and the establishment of the Museum of the Broads, the Maritime Museum has concentrated on collecting material that reflects Great Yarmouth's maritime heritage.

In 1968 the NMAS acquired the clinker-built Broads Racing Lateener *'Maria'* (dimensions: 25 ft overall, 8 ft beam, 3 ft 3 in. depth, 3 ft 2 in draught). Lateeners were the first Broadland racing craft and this is the only racing lateener remaining in existence. She was last raced by the Preston family in 1887, and was last sailed in 1914, on Barton Broad. Built in 1827 by Brown of Yarmouth for John Bellamy Plowman of Lowestoft, the *Maria* eventually passed to Lt-Col Sir Edward Preston, DSO, MC, in 1933. She was in the boatshed of George Thrower from 1953 and moved to the Maritime Museum in Great Yarmouth in October 1969. Haines Marine Construction carried out some restoration work in 1987.

Loan of the *Maria* to 'a Broads Museum' was first discussed in March 1994, and it was agreed in 2002 that ownership would be transferred to the new Museum of the Broads where she would be housed in an appropriate storage/display facility, which would increase access by the public, and where she would be subject to an ongoing preservation programme.

Improved access to study collections: Frederick Savage (1828-1897) was a Victorian engineer and entrepreneur who made agricultural machines and fairground rides using the latest steam technology. His St Nicholas Iron Works in King's Lynn became world famous, especially for the Savage carousel rides, and existed for over 100 years before closing down in the 1970s.

The Savage pattern store in King's Lynn holds about 2,000 wooden patterns which were made at Savage's ironworks to produce the moulds in sand for the metal machine parts. The patterns are now grouped in roller racking according to their engine type and they are still used by engineers and enthusiasts to produce machine parts to remake Savage engines, for which we make a small charge. The Savage engineering drawing or plan collection, comprising some 3,000 items, is also accessible by those

researching Savage engines, either on-line via the NMAS website or in person. The drawings, on paper and linen, are too fragile to loan out for copying, but researchers can trace or photograph them on site (a free service).

Anyone wishing to visit the King's Lynn pattern store or to book an illustrated talk about Savage's, please contact Tim Thorpe at the Lynn Museum, Tel: 01553 780982. We also have volunteer opportunities to help with looking after the collections.

Updating the Bridewell Museum of Trades and Industries: Opened in 1925, this was the first museum to be dedicated to local trades and industries. The current redevelopment is to maintain that emphasis, bring the story up-to-date, and to provide more information about people who worked in the trades and industries. Consultation with key interested organisations and museum users started in the summer of 2007, to get an impression of how people would like to see the Bridewell developed. The Norfolk Industrial Archaeology Society was invited to participate and will continue in further detailed consultation now that we have secured funding for the project.

The early consultation suggested that the current focus and content of the museum was broadly supported, although people felt it sensible to reduce emphasis on themes covered in other museums. This would release space for some topics and to include, for instance, non-manufacturing business activity and shopping. Living memory is very popular, as is interpreting the collections from the viewpoint of people's experience. People wanted the museum to focus on things specific or special to Norwich, and for the museum to become a community resource:



Savage's fairground figures at the Lynn Museum
Photo: NMAS



Bridewell Museum, Norwich, exterior

Photo: NMAS

both for and about Norwich people. Consultation continued into the autumn of 2009 to identify the key themes for the museum and what methods of interpretation members of the public would like to see.

Industrial Archaeology in Planning: NMAS is also involved in recording and, where possible, preserving industrial archaeology sites through the work of Norfolk Landscape Archaeology. NLA provides advice to local planning authorities on the archaeological implications of development, in accordance with *PPG Note 16*. The Eastern Counties Regional Research Agenda identifies industrial archaeology as a gap in our knowledge of the historic environment, and gives a number of research topics on industrial archaeology. In Norfolk, this translates into NLA recommending that developers mitigate the impact of any development on the industrial archaeology of a site prior to the commencement of development.

For example, the proposed conversion of Simpson's Maltings at Ditchingham was granted planning permission subject to a condition that the developer commissioned a historic building recording survey. This was carried out in March 2008, and a comprehensive historic building report was lodged with the Historic Environment Record. The report detailed the first building on the site (the silk mill of 1832) and detailed its development, including its conversion to a maltings in 1894 up to abandonment in 1999. The report included a fully phased site plan, with description and recording of the buildings and surviving material, including malt kilns, steeping tanks and a desk-based assessment of the site's history.

Several developments in the Rose Lane area of Norwich have been subject to archaeological

conditions. Investigations were requested to explore the remains of the Franciscan friary, and also any possible remains of the Boulton & Paul works. This firm was formed in the late eighteenth century, and later became famous for prefabricated buildings (they built the huts for Scott's Antarctic expedition), wire netting and aircraft, including FE2s and Sopwith Camels, and the airframe for the R101 airship. Boulton & Paul became Boulton Paul Aircraft Ltd when the factory moved to Wolverhampton in 1934. While no traces of the factories have yet been revealed by excavation, the site offices have been recorded, and conditions remain on other areas occupied by the former factory.

The Norfolk Heritage Explorer (www.heritage.norfolk.gov.uk) has online information about industrial archaeology sites. To learn more about our work with planning please contact Ken Hamilton at Norfolk Landscape Archaeology, Tel: 01362 869275. If you want to look at industrial archaeology records or would like to volunteer to help with their management, please contact Alice Cattermole at NLA, Tel: 01362 869281.

The Fishing Industry: The Tower Curing Works is the finest example of a complete Victorian herring curing works in the region. NMAS converted the derelict building in 2000-4 into the Time & Tide Museum, which tells the Story of Great Yarmouth, celebrates its maritime and fishing heritage and brings to life the industrial process of herring curing and the lives of the people who worked there.

Displays include recreations of a typical 1913 Row and the Fish Wharf in the 1950s, interpretation of the building, fishing, Great Yarmouth's story from prehistory to the present with focus on wreck and rescue, seaside holiday, port and trade, World Wars and the historic built environment. A large photographic archive of prints and slides contains over 20,000 images of regional maritime interest, and original documents including ship plans and seamen's charts.

Visitors can see the smoke houses, brine tanks and other industrial buildings, and find out about the people who worked in the herring curing industry. To bring the museum up to date there is information about some of the factories which processed fish in the second half of the twentieth century. Remember the fish finger? It was invented in Great Yarmouth.

The conversion of the building is of the highest quality. The contemporary industrial approach complements the carefully retained historical architectural details and the industrial character of the building. Since opening, Time & Tide was a finalist in the Gulbenkian Museum of



Excavation of a narrow gauge tramway, together with brick foundations, at Bullard's Anchor Brewery, in Norwich, excavated as part of pre-application evaluation works requested by NLA
Photo: NMAS



Threshing by steam, Gressenhall Farm & Workhouse

Photo: NMAS

the Year Award in 2005 and European Museum of the Year in 2006, and won the Celebrate 2006 Tourism Award for its success at encouraging sustainable tourism and increasing visitor numbers to the area, whilst respecting the culture and environment around it. Time & Tide is open all year round (see www.museum.norfolk.gov.uk).

Steam power: Gressenhall Farm & Workhouse houses steam engines and large agricultural

equipment. Our Garrett boiler has recently been restored by a group of enthusiasts and is now in steam on event days. Other engines are still in the process of being restored. We are always looking for volunteers to help with maintaining our collections and interpreting them to the public. If you are interested in joining us or would like a behind-the-scenes tour of the Gressenhall collections, please contact Megan Dennis, Tel: 01362 869266.

VISIT THE AIA WEBSITE – 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.

Fifty Years On

The 12th of December 2009 sees the 50th anniversary of a Conference organised by the Council for British Archaeology (CBA) to raise public interest in what was then the very new area of industrial archaeology. This momentous landmark in our discipline should not go unrecorded, and now is perhaps the time when we might research more into the origins and growth of 'industrial archaeology'.

Marilyn Palmer

In 1955, Michael Rix, then a lecturer in architectural history in the University of Birmingham, had used the term 'industrial archaeology' in an article in *The Amateur Historian* in which he wrote:

'Great Britain as the birthplace of the Industrial Revolution is full of monuments left by this remarkable series of events. Any other country would have set up machinery for the scheduling and preservation of these memorials that symbolise the movement which is changing the face of the globe, but we are so oblivious of our national heritage that apart from a few museum pieces, the majority of these landmarks are neglected or unwittingly destroyed.'

There has been much debate on whether Michael Rix was indeed the first to use the term 'industrial archaeology', but be that as it may, it was the CBA who set up the first Industrial Archaeology Research Committee in 1959. The December conference was attended by 180 people from various disciplines which demonstrated the considerable interest in the subject. These included some highly eminent people including the prehistorian Professor W.F. Grimes, who was successively Secretary, President and Treasurer of the CBA and chaired the Industrial Archaeology Research Committee; the civil engineer Professor A.W. Skempton of Imperial College in London; Maurice Barley, then Secretary of the CBA and to become Professor of Archaeology at the University of Nottingham; Dr Peter Eden of RCHME; and J.M. Richards, editor of the

Architectural Review as well as Michael Rix and Maurice Berrill, Secretary of the Railway and Canal Historical Society. This list indicates how industrial archaeology from the very beginning brought together people from a number of different although related disciplines.

This conference passed a resolution that:

'This Conference is deeply impressed by the need for formulating a policy of recording, and for preserving where desirable, early monuments illustrating the industrial history of the United Kingdom. Such a policy must be based on an informed evaluation of their historic, technical, architectural and educational interest.

The Conference therefore instructs the Research Committee of the Council for British Archaeology as a matter of urgency to find opportunities of discussing with central and local authorities, and with industrial and unofficial bodies, the formulation of a policy for recording and preserving such monuments.'

This proved more easily said than done! The CBA canvassed the various statutory bodies to undertake such a survey but met with the objections of lack of time or lack of expertise. The CBA, like the AIA later on, then decided to harness the undoubted volunteer interest in the new discipline and set up a survey of industrial monuments. To do this, they devised a basic record card and much of the work on this was done by their administrator, Beatrice de Cardi, who is undoubtedly an unsung heroine in the growth of industrial archaeology, as well as their Secretary, Dr Maurice Barley.

Impressed by this activity, the then Ministry of Works in 1963 agreed to fund a two-year post (which I think was then extended on a part-time basis) of Survey Officer to explain the use of these cards to volunteer groups, and the person appointed was Rex Wailes, who was already a consultant to the Society for the Protection of Ancient Buildings because of the intensive work he had done since the 1920s on the recording of windmills. He visited numerous volunteer groups

during his time as Survey Officer, trying to persuade them to complete the record cards. However, the CBA was not in a position to co-ordinate the results and create a national inventory, and it was our own President, the then Dr Angus Buchanan, who stepped into the breach and in 1964 set up the National Record of Industrial Monuments in the University of Bath and collated the record cards sent in by volunteers. Many readers, like myself, will undoubtedly remember sending these in.

The Industrial Monuments Survey itself continued under the auspices of the CBA, and in 1971 Keith Falconer was appointed as the first full-time Survey Officer and he remained in this post with the CBA, although working much of the time in Bath, until the Survey, together with the National Record of Industrial Monuments, was transferred to the National Monuments Record of RCHME in 1982 and the use of the record cards largely discontinued. There had been problems in ensuring consistency of entries on these cards, something also experienced in later attempts by the AIA, such as IRIS, to use similar cards in order to get industrial monuments onto county sites and monuments records, or Historic Environment Records as they are now known. But the original survey was undoubtedly a CBA initiative and the means of carrying it out was very much in line with CBA policy of encouraging the work of volunteers. Many industrial sites would have disappeared completely unrecorded had it not been for the work of the CBA's Industrial Archaeology Research Committee and its successive Chairmen, Professor Grimes, L.T.C. Rolt and Dr Neil Cossons.

I celebrated this with the annual Beatrice de Cardi lecture to the CBA in October 2009 which was combined with a visit to Ironbridge, then celebrating the 300th anniversary of the successful smelting of iron by coke instead of charcoal by Abraham Darby. The AIA is now working with the CBA on the continued training of volunteers in the recognition of industrial buildings through a series of day schools utilising an English Heritage National Capacity Building grant, and so continuing a 50-year tradition of the involvement of the CBA in the promotion of industrial archaeology.

OBITUARIES

Michael Davies-Shiel (1929-2009)

Mike dedicated his life to researching the industries of Cumbria, especially the Southern Lake District and the Furness Peninsula. His interests were widespread from water mills in all their forms, through bloomeries to forges and blast furnaces and all their associated woodland industries. He spent his life exploring all parts of Cumbria and religiously mapping his finds onto the old 2½ inch OS maps. These maps become so comprehensive that eventually in 1998 they were digitalised by the Lake District National Parks Archaeologists, and used to form the basis of the

Sites and Monuments Record. Mike's knowledge of the industries of Cumbria lead him to be consulted regularly by such organisations as English Heritage, especially when they were carrying out their monuments protection programme or specific research projects, such as the gunpowder works at Sedgewick.

Mike was born in 1929 at Rock Ferry on the Wirral. He graduated from Birmingham University with a BSc in Geology and eventually ended up teaching Geology and Geography at Windermere Grammar School before moving to the Lakes School at Troutbeck Bridge. He retired from teaching in 1986 after a stroke.

In the late 1960s early 1970s he became

active in the Cumberland & Westmorland Archaeology Society Industrial Archaeology Committee and was still serving on it up until his death. He wrote a number of books including *Water Mills of Cumbria* and in association with Dr John Marshall, *Lake Counties: Industrial Archaeology of the British Isles*. His research into the iron industry led to the publication of a number of papers on the subject. He carried out an excavation on the site of Stoney Hazel Finery and Chafery Forge. He became a director of the Newlands Furnace Trust in 1998 when it was set up to try and protect this site, and worked for the Trust up until his last recent illness. He also had a fascination with the Backbarrow blast furnace,

which he was lucky enough to see and record still working in the early 1960s. He spent a long time researching the business in their archive at Barrow Record Office.

Mike was a founder member of the Cumbria Industrial History Society (CIHS) in 1986 and led the first field trip around another of his passions, the gunpowder works at Elterwater. He was a Vice President of the society from its formation and was elected President in January 2009. He was a very active member, regularly speaking on a wide range of subjects at their conferences and leading field trips.

Mike was always willing to impart his knowledge to other people and to pass on comments about their work. He would encourage people to carry out their own research and must have stimulated hundreds of people over the years to investigate the old industries of their neighbourhood, and ask questions about the buildings and landscape in which they lived. Mike's death will be a great loss to the industrial history community in Cumbria. However, his vast archive of notes and annotated books and maps are to be deposited in Kendal Record Office where they will be available for others to use as he wanted. The CIHS are producing a booklet in tribute to Mike which will contain reproductions of the many handouts that so characterised his meetings and lectures.

Graham Brooks

John Kenneth Major (1928-2009)

The mills world has lost one of its major figures in the death on 25 July of John Kenneth Major. He read architecture at King's College, Newcastle-on-Tyne, to gain a Durham University degree in architecture. He wrote a dissertation on 'The Preservation of Ancient Buildings' and in his final year he obtained the 1952 Lethaby Scholarship of the Society for the Protection of Ancient Buildings (SPAB). Professionally he began work in 1953 as an architect for Imperial College, University of London, followed by London Transport and Westminster City Council before practising on his own after 1984. Among his many projects was the repair of Stainsby Watermill on the Hardwick Estate for the National Trust.

From the early 1950s he and his wife Helen spent much time visiting churches and buildings up and down the country, while also attending lectures and trips organised by the Wind and Watermill Section of the SPAB. He then gradually became more involved in mill work and in 1961 he was commissioned to prepare measured drawings of Woodbridge Tide Mill. At this time Rex Wailes, consultant on Industrial Monuments to the Ministry of Public Buildings & Works, was recruiting members of local archaeological societies to survey industrial monuments to see what protection was possible. In 1963 he spoke to the Berkshire Archaeological Society and asked

Kenneth to help, resulting in a survey of Berkshire mills, followed by studies of the mills of the Isle of Wight, Wiltshire and Northumberland. Kenneth also organised a survey of the Kennet & Avon Canal, presenting the results on a map 18 feet long. In 1967, when he was Secretary of the Berkshire & Reading IA Group, he started lecturing on IA and, later, Vernacular Architecture, to the Extra Mural Departments of the Universities of Reading and Oxford.

John Kenneth Major joined the Committee of the Wind and Watermill Section of SPAB and was its Chairman from 1978 to 1984, working hard and giving advice to owners, trustee bodies, etc. He represented the UK in The International Molinological Society (TIMS) and was its Chairman from 1977 until 1993. He was a Trustee of Mills Archive Trust from 2002 until his death. His publications included *Mills of the Isle of Wight* (1970), followed by *Fieldwork in Industrial Archaeology*, and in 1978 Batsfords produced his *Animal-Powered Engines*, the first comprehensive study of the subject. He edited *The Windmills of John Wallis Titt* and, with Andre Gaucheron, wrote *The Eolienne Bollee*. In a brief autobiography written in 2002 for the Mills Archive Trust he concluded that 'Mills still dominate much of my life!'

Mills Archive Trust (www.millsrarchivetrust.org)

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Siemens Rotating furnaces

I am Chair of Industrial Heritage Nova Scotia and IHNS just had a field trip to Londonderry - no, the one in Nova Scotia! There in 1869 the Intercolonial Iron and Steel Co. was set up to exploit the very high grade iron ore in the area. Much of the subsequent output was exported to Sheffield for cutlery and the cutlers seem to have put up much of the seed money. The Chair of the Board was one Dr Carl Wilhelm Siemens - one of the British Siemens. He spent large amounts of money to try to develop a rotary furnace to produce steel in a one step process. It failed.

We have tried all our sources in Canada to obtain more information about the Siemens rotary process and failed, although I'm about to look at the *History of the British Steel Industry* by J. C. Carr and W. Taplin published in the 1960s. Now to the question. Are there any contacts in Britain who may know

something about the rotary process Siemens tried to develop? I believe that he may have started development in England before moving to Nova Scotia. Any help would be much appreciated.

Donald Wyllie PhD
donald.wyllie@ns.sympatico.ca

John Strong's Patent

As a long retired examiner from HM Patent Office may I add a few thoughts on Strong's patent (*IA News 150*, p9)? It seems that few people realise that, like all other Acts of Parliament, there have been changes over the centuries. In Strong's time there were so few patents that there was no call for the exact nature of the invention to be described. By the early nineteenth century it was becoming clear that some statement saying what the invention really comprised was needed. This led to the addition of so called 'claims'. It was not until the act of 1883 that it became obligatory to include at

least one claim, though it often was 'the invention substantially as described' thus leaving the courts to decide the scope of the monopoly. The Act of 1902 provided for a limited novelty search, this began in 1905 and was restricted to British patents up to 50 years old. Hence a lot of earlier patents appear to be anticipated, as there was no search, only infringement action by the inventors and that could be a costly business.

Thus there is no clear indication of what Strong really invented, leaving him the opportunity of claiming infringement on anybody who made a pump having any resemblance to his. My own view is that he produced a pump that could be easily taken apart for repair. By the standards of my time, the sole invention would be the scarfed joint in the piston rod, which changed from circular to square towards its lower end.

John Day
DJohnHDay@aol.com

Banbury aluminium news

I read the item 'Vital Wartime Factory Closes' (*IA News 149*, p13) with interest. I can now tell you that the demolition of the factory buildings has started. The Art Deco office block, and its 'twin' R&D Laboratories building on the opposite side of the road, are Listed and will be retained, as also the Memorial Garden and original factory gates. The Banbury Civic Society would like the Mill Building facing the main road to be retained, but I doubt that will happen. I had a 36 year career with the Alcan group half of which was based in Banbury. I have now prepared a presentation 'The Aluminium Works at Banbury, 1929 - 2009' and would be glad to present it to interested Local and Industrial History or Archaeology Societies. Anyone interested can contact me by email.

Richard Hartree
richard@hartree.org.uk

AIA NEWS

AIA Fieldwork and Recording Awards 2009

The winner of the student award this year was Kim Jurecki for her MA thesis Derwent Valley Mill World Heritage Site Landscape project: Cromford and Belper Survey Transects. Kim attended the Lincoln conference to collect her prize and gave an excellent presentation about her work. She showed how with modern technology, a handheld PDA, landscape surveys could be carried out and recorded. Walking two 5 x 1km transects across the Derwent Valley in the areas around Belper and Cromford, Kim recorded all sites predating Arkwright's arrival in the area. She recorded the data on digital maps and in her thesis discusses the evidence for each transect in a number of themes including farming, mining, and quarrying.

Following her research she makes a number of recommendations for further study which includes work looking at the mining heritage of the area, survey of the quarry works and the Hazelwood and Lumb grange kilns, Hazelwood Moated grange and Willersley Castle. She also highlights there is further work to be done on

the Belper Nailers Cottages, Bonsall Barns and the model farms established by Strutt. Her work shows how the landscape itself can be used as an artefact and how we can use the larger picture to try and ascertain the impact on existing farming and industries people such as Arkwright and Strutt may have had when they arrived in the eighteenth-century Derwent Valley.

There were no entries for the Main Award this year. I would like to take this opportunity to remind members that the categories for the

fieldwork and recording award are now as follows:

The Main Award

- Professional Recording (work carried out as part of a persons job/employment)
- The Volunteer Award (work carried out on a voluntary basis)

The Student Award

This can be for students of any age engaged in part-time or full-time study.



Some of the AIA award winners at the conference. L to R: Angus Buchanan (no award!), David Lyne, LIHS (Newsletter Award), Pete Joseph, Trevithick Society (Journal Award) and Kim Jurecki (Student Fieldwork Award)

Photo: Mark Sissons

We heard in Members' Contributions at the conference all the excellent research which members are carrying out. Please enter your work for next year. Further details can be found on the AIA website: www.industrial-archaeology.org.uk/aafield.htm.

Victoria Beauchamp

Dorothea Award for Conservation 2009

This year's Dorothea Award for 2009 went to the Pump House Steam & Transport Museum Trust, home of the Lea Valley Experience. Dr Robert Carr and myself assessed the application and visited the site. Given the progress made on the completed and ongoing projects, and perusing the records of volunteer participation, financial control and future planning, we had no hesitation in recommending to council that they be awarded the Dorothea Award for Conservation 2009.

The museum is not only concerned with the preservation of the two unique Marshall pumping engines, which with their building are classified as Grade II, but are amassing, displaying and explaining a collection of equipment and

artefacts covering the whole of the extremely varied trades of the Lea Valley, including sparsely represented electrical manufacturing and also the history of the day to day requirements of the local inhabitants. The section on fire fighting equipment alone is excellent. Their plans were to open the museum to the public in its present embryo state this September, whilst the more ambitious project for new build is expected to go for planning consent by the year's end. More details can be seen on the website: www.leavalleyexperince.co.uk.

David Lyne

AIA Restoration grants awarded

As members will be aware from recent issues of *IA News* we have, through the generosity of one of our members, a sum of money to award to suitable restoration projects. The winners were announced at the Lincoln Conference. Initial response to the publicity for the grant was slow, but as the closing date approached there was a sudden rush of submissions, leaving the

judging team with 15 applications to review. There were also several other applications that had no obvious relationship to any known industrial process or artefact!

The judging team, a small group of council members, then reviewed each of these applications to see which they felt most clearly reflected the intent of our anonymous donor in making this funding available. Finally, after lengthy deliberation, we made two awards of around £15,000 and two smaller awards. The two larger awards went to the Boat Museum Society for work on Box Boat 337 and to the North of England Open Air Museum at Beamish for their chaldron waggons project. The small award winners were, the Hoylandswaine Nail Forge, near Barnsley, for roof repairs, and the Scottish Maritime Museum for work on conserving the boiler from VIC32. A full report will appear in *IA News* 152.

Mark Sissons

New members

The AIA welcomes the following new members

Dr Roger Asquith, Cokeremouth
Colin Axon, Oxford
Nicholas Beilby, York
Sveinung K. Berg, Oslo
Colin Chitty, Richmond
R.S. Christensen, Odense, NV
John Dyson, York
D. Hayes, St Croix
John Hilling, Cardiff
Eric Lander, Anglesey
Frank Olding, Abergavenny
Timothy Rudge, Trowbridge
Geoffrey Talbot, Kempston
Ric Tyler, Ludlow
F.W. Versfelt, EJ Kockengen
Gary Vines, Victoria
Robert Walker, Brighouse
Steven Worsley, Ipswich

Have you read a good book on Industrial Archaeology recently?

One of AIA's most prestigious awards is the Peter Neaverson Award for Outstanding Scholarship, which is given each year to the author who is judged to have made the greatest contribution to the subject through their writing. This year's award was made to David Gwyn, for his book *Gwynedd*,

Inheriting a Revolution: the archaeology of industrialisation in North-West Wales. This award relies on nominations from AIA members and affiliated societies so if you have read something you consider worthy of consideration, please nominate it. Any work in English, whether it is a book, paper, article or thesis, is eligible provided it has been published in the past two years. The nomination process is simple: just send a letter or e-mail to the AIA Liaison Officer, whose address can be found on page 2 of this bulletin, with details of the work and the reasons why you think it should be considered. The deadline for nominations is 1 December each year.

Ian West, ian@ianewest.co.uk

Change of address

David and Anne Alderton moved house on 20 October. Their new address is: 5 Hoynors, Danbury, Chelmsford, CM3 4RL. E-mail addresses will remain unaltered.



Promoting the study and appreciation of industrial archaeology

ANNOUNCING THE THREE FIELDWORK AND RECORDING AWARDS FOR 2010

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

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

The **Main Award** has 2 parts: A. Professional Recording, and B. The Volunteer Award. To encourage future industrial archaeologists, there is also a **Student Category**, for students of any age engaged in part- or full-time study.

THE CLOSING DATE FOR ENTRIES IS 31ST MARCH 2010

Successful Entries will be notified in July

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

Further details from:

Fieldwork and Recording Awards, AIA Liaison Office, The Ironbridge Institute, Ironbridge Gorge Museum, Coalbrookdale, Telford TF8 7DX. Telephone: 01325 359846

Email: aia-enquiries@contacts.bham.ac.uk Website: www.industrial-archaeology.org.uk

SWAWERAC 2009

The 40th South Wales & West of England Region IA Conference opened on 16 May with 144 delegates, of whom 50 were from the hosts, the Worcester IA Society. The catchment area of delegates is a little vague but the main players now left after 40 years are Bristol, Gloucester, Somerset, South Wales and Worcester. The Conference was held at the Charles Hastings Medical Centre, alongside the Worcester Royal Hospital. This venue has the advantages of being very close to the M5 motorway, a very well equipped lecture theatre, a magnificent dining room and of course the Charles Hastings Medical Museum.

It was agreed that as the restoration of the Droitwich Canal was in full swing and was on our doorstep the canal would be the main focus. Max Sinclair, a founding member of the Worcester IA Society, opened the proceedings with an account of his personal involvement with the Droitwich Canals, which stemmed back to his boyhood days of WW2 when the canal bridge at Hawford, close to home, was considered to be a bottleneck preventing the long convoys of armoured vehicles proceeding from Liverpool to the south coast. The site is now the scene of a major new tunnel/bridge where the A449 crosses the canal. Max started the campaign in 1959 to restore the two canals to full navigational standard. In 1971 the first working parties were at work clearing trees and in 1973 he was elected Chairman of the newly formed Trust, later in 1993

to be elected Life President. His dream to see full restoration will now be realised in 2010.

The first speaker was Dr Martin Gregory who gave a fascinating illustrated talk on the history of the sewing machine. He has collected and researched sewing machines for over 30 years and described the original mechanical problems, which had to be overcome and further development through to the start of the computer age of machines. His photographs showed the beautifully decorated machines and included those from the USA, UK, Germany and Japan.

During their talk on 'Post GWR Swindon', Bruce Hedge and Henry Gunston described how their interests had moved on from early trainspotter days and a keen interest in industrial buildings. They combined their talents to present a very interesting talk based on the way Swindon has evolved and been regenerated. John Watts concluded the morning session with a nostalgic look back at early domestic water supplies from the basic wells, buckets and pumps to the modern day. Of particular interest were his slides showing the Climax wind-powered pumps manufactured in Worcester by Messrs 'Pumpy' Thomas & Son.

After lunch Sandy Buchanan's talk was about 'Silk, Sailcloth and Sacking', three of the textile industries which expanded in the county of Somerset as the older woollen industries contracted in the hundred years after 1750. The new processes were developed along with new machinery and were often

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

sited in premises previously designed and occupied by other industries. Michael Jones gave a presentation, again with some very evocative photographs of the enormous amount of work that had to be done to 'make safe' a collapsed mine shaft in the Newport area of South Wales. What began as a humble landslip developed into a major engineering problem resulting in a massive excavation and civil engineering project.

The final speaker, David Viner, returned to the theme of the restoration of the Droitwich Canals. He became a member of BWB's restoration team for both the Cotswold and Droitwich projects in 2004 and in particular he fronted the 'Heritage Consultation Group' for the Droitwich project in 2006. His talk focussed on the difficulties that the project faced and the ways in which a partnership of many organisations was tackling them. The restoration was being tackled from both ends and was on target to reopen both canals to full navigation by spring of 2010. Following David's talk a presentation was made to members of the host society who had been

selected by BWB as winners of the Heritage Recording Award for the Central Region.

At the close of another very interesting conference delegates were offered the choice of visits to three local sites of IA interest: the Droitwich Canal at Vines Park, Droitwich, the Shrub Hill Engineering Works in Worcester, or a guided walk around the Victorian Industries in Worcester.

Roger Tapping

Cutting up ships

The steam paddle tug *Reliant* dating from 1907 was brought to London from the North East and as she was so important, having side-lever engines, was put on display indoors at the National Maritime Museum, Greenwich. Putting a whole steamship in a museum, even quite a small one, is no mean feat and this was accomplished by cutting up the *Reliant* and sectioning her. The result was very instructive for visitors and you could explore the ship in the comfort of museum surroundings in a way almost impossible if *Reliant* had remained afloat. One could see clearly the arrangement of the twin cylinder side-lever engine and



Part of a new Droitwich Canal section visited by a party from the regional conference held in Worcester
Photo: Roger Tapping



MV Wincham on the Mersey, 1 April 2009, shortly before being broken up
 Photo: Ian Collard

paddle wheels and much else of the construction and internal arrangement of the vessel. However the considerable space occupied by *Reliant* in the Neptune Hall was required for other purposes in 1996. The remains of *Reliant* were cut up and now only a fragment of the tug's engine is still on display at the Museum.

The German submarine *U534* was sunk by RAF Liberators on 5 May 1945, the last action in the Battle of the Atlantic during World War II. It is still not known why this U boat had not surrendered and there was a belief that she may have been carrying a special cargo. Partly for this reason the submarine which was at a depth of 220 feet was raised from the sea bed in August 1993. As no one had died on board, *U534* was not a war grave. *U534* found her way to Liverpool in 1996 and was put on display in Birkenhead at the Nautilus Museum to the south of Woodside Ferry Terminal, under the care of the Warships Preservation Trust. Unfortunately the Trust was forced to cease trading on 5 February 2006.

The problem arose of what to do with this U boat, 253 feet long, out of the water and by now in a decayed state. To make transport easier *U534* has since been cut into 4-5 pieces and from February 2009 is on display as a museum attraction at Birkenhead. Repainted, the public can now examine the interior in a way impossible when *U534* was intact. However, complete U boats out of the water are extremely rare; most are war graves and must remain undisturbed where they sank.

The small estuarial motor vessel *Wincham* of 1946 used to trade on the River Weaver and Mersey carrying chemical products in bulk for transfer to sea-going vessels for export. This continued until 1983 when she was 'saved for posterity' and kept in working condition at Canning Dock near the Merseyside Maritime Museum. In late 2008 she went to Birkenhead for the condition of her hull to be checked on a slipway. It was found that costly repairs were necessary. *Wincham* was looked after by the Wincham Preservation Society and much of the funding came from the Friends of the National Museums Liverpool. Unfortunately there was a dispute between the Friends and the Director of the National Museums Liverpool and rather surprisingly the Friends with 1,700 members were wound up in January 2009. Even more shocking was that *Wincham* was sold for scrap and had been cut up by April 2009. This took place at the Mersey Heritage ship repair yard at Bromborough.

Things are always bad for ships as ship preservation is so expensive but things seem to go from bad to worse. Even in museums things don't last for ever. Go to see them now.

Robert Carr

Engaging the Recent Past: a call for papers

The recent past is a tangible past – a past which saw the emergence and development of modern society, a past which merges seamlessly with the contemporary world, a past which cannot be divided from the

present. In engaging with this past we inevitably engage with questions surrounding the nature of our own society and the role of archaeology in the present day.

This conference Engaging the Recent Past: Public, Political, Post-Medieval Archaeology, organised by the Society for Post-medieval Archaeology at the University of Glasgow on 3-5 September 2010, will focus on the contemporary context of the archaeology of the period from c1500 AD to the present in Britain and Ireland, Europe and countries affected by European colonialism and imperialism. The conference will provide an opportunity for archaeologists to reflect on the public context of their engagement with the recent past. Contributors will analyse, evaluate and debate current and future practice.

Papers might explore post-medieval archaeology as 'heritage' or they might analyse its representation in the media. They might discuss a specific public or community archaeology project as a means to reflect on current and future practice. They might discuss broader initiatives or reflect more generally on approaches to public engagement. Papers might focus on the use of post-medieval archaeology in 'official history', propaganda and myth-making or in the creation of alternative histories. They might discuss the relationship of the subject to its national context(s) and/or questions of rights (e.g. to artefacts, sites or landscapes).

Proposals for papers on these or other topics relating to 'public, political, post-medieval archaeology' are sought from established and emerging academics and professionals. A title and an abstract of up to 200 words should be sent to Chris Dalglish (c.dalglish@archaeology.gla.ac.uk) no later than 11 December 2009. Presentations will be 20 minutes in length and will be followed by discussion.

See also the Society for Post-medieval Archaeology website, www.spma.org.uk.

Amazing discovery in Goole's Lowther Hotel

York-based property developers are renovating the historic Lowther Hotel in Aire Street, Goole, with a

view to conversion into a 14-bedroom wedding and conference centre. It was opened in 1824 as the Banks Arms and, in the absence of a Town Hall, it became the focal point for the developing town. The Aire & Calder Navigation Co. used it for meetings. Three first-floor rooms had murals painted on every wall with a total room length of 20m. Over ensuing decades they were lost under numerous layers of Artex, wallpaper and paint but their recent discovery led to the developers commissioning conservators to restore the murals. It took eight weeks to fully expose an amazing variety of dockside scenes and portraits of prominent people, including George IV.

A new boiler for Hereford

The Hereford Waterworks Museum's Hartley & Sugden steam-raising boiler of 1972 has worked here since 1994 when it took over from the Lancashire boiler. Now, annual inspections are becoming ever more onerous with full non-destructive testing required every two years, necessitating the boiler to be stripped of its cladding. In addition, the newly restored Allen high-speed steam engine will place even greater demands on boiler output. The Trustees have ordered a new boiler from Byworth Boilers in Keighley, West Yorkshire, for delivery in October 2009. It will be installed and commissioned by VAS Engineering Ltd and in use for the start of the 2010 season. This major engineering project has received support from the Southall Trust.

WaterWords

Scottish shale funding

Under its 'Your Heritage' scheme, the Heritage Lottery Fund has awarded Almond Valley Heritage Trust £22,400 to deliver a project on the heritage of the Scottish shale industry. Between 1851 and 1962 the red bings of West Lothian were a consequence of one of the first sources of a non-conventional mineral oil used for fuel, lubrication and illumination. The grant will enable Almond Valley Museum at Livingston to extend its wide-ranging industrial history collection by encouraging local community groups to investigate and document the shale industry, including surviving monuments and materials

remaining within their own areas. The findings of the project will result in the creation of several exhibitions, including a touring exhibition, leaflets and a website.

SIHS Bulletin

Pontcysyllte WH Site

On Saturday 3 October Wrexham Borough Council hosted a major, and very well attended, public celebration to mark the inscription on the World Heritage list of the 11-mile section of the Llangollen Canal including Pontcysyllte and Chirk aqueducts. Representatives of the Welsh and English local authorities and other partners, including British Waterways and the RCA&HMW, attended and a concordat was signed under which they would work together to manage the site and its environs.

Highlight of the day was the unveiling of a plaque at Trevor Basin and the presentation of the UNESCO certificate by Professor Reinhold Castensson of Linköping University, who assessed the nomination.

Pictured with the certificate are Professor Castensson, Dr Dawn Roberts, Economic Development Manager for Wrexham who co-ordinated and drove the nomination process, and Dr Peter Wakelin, Secretary of the Royal Commission on the Ancient & Historical Monuments of Wales.

Red Wheel for Crich

The Tramway Museum Society's National Tramway Museum at Crich, Derbyshire, has been awarded a Red Wheel by the Transport Trust. The plaque was unveiled on 20 August 2009 by Sir William McAlpine, President of the Transport Trust. The Red Wheel scheme is a new initiative by the Transport Trust, a long-standing national charity established to promote and encourage the preservation and restoration of all forms of Britain's transport heritage. Although the scheme will ultimately be nationwide, it is being commenced in Derbyshire.



Tramway Museum Society member Mike Crabtree (centre, with hat) describes a selection of tramcars to Transport Trust members on 20 August 2009 immediately prior to the Red Wheel plaque unveiling

Photo: National Tramway Museum

TICCIH news

The International Committee for the Conservation of the Industrial Heritage's XIV International Congress was held at Freiberg, Saxony, Germany, in September 2009, and a short report will appear in the next issue of *IA News*. Meanwhile, for more news on TICCIH, on related resources, events and good-value membership, see www.mnactec.cat/ticcih/.

Mark Watson, TICCIH GB

Wheatley Windmill

The sails are turning once again at Wheatley Windmill in Oxfordshire, thanks to many years of work by the Wheatley Windmill Restoration Society which was founded in 1977. The mill stopped work in 1914.

Gas holders find a new use

The artist Yadegar Asisi has revived the art of the panorama, popular in the late eighteenth and early nineteenth centuries, in which viewers stand in the centre of a huge circular painting depicting a panoramic view. Where better to display such a view than in a gas holder building? Asisi has created two 'panometers' as he has called them, one in Leipzig and the other in Dresden. The Leipzig panometer currently depicts the Amazon rainforest.

Ian West



Pictured with Reinhold Castensson and their UNESCO certificate are Dawn Roberts, Economic Development Manager for Wrexham Borough Council, and Peter Wakelin, Secretary, Royal Commission on the Ancient & Historical Monuments of Wales

Photo: Neil Cossons

AIA Visit to Upper Normandy

19 – 23 April 2010

A guided coach trip to Upper Normandy; Rouen and the Valley of the Seine.

Visits to the 'Port autonome de Rouen' to see modern cargo handling techniques, combined with the Musée Maritime, Fluvial et Portuaire de Rouen to explore the history of the port. Usine de la Jatte with 1881 beam engines constructed in Rouen. Traditional rope-making at the Musée Industriel de la Corderie Vallois, a working watermill. Moulin de Hauville, the oldest working windmill in France. A 'dégustation' at the eclectic Benedictine distillery in Fécamp....and much more.

To express interest, in Paul Sautler's absence in New Zealand during November, contact Sue Hayton at 31 The High Street, Farnborough, Kent BR6 7BQ or visit www.heritageofindustry.co.uk to complete an online form.

South West England

Recessions, allegedly, are good for heritage and it is certainly the case that several projects in the far west with potential impact on industrial remains, seem to have gone into limbo this year, notably those at Perran Foundry and the Holman Brothers site in Camborne. Only the Heartlands Project at Pool, using Lottery money has begun. The other great unknown west of the Tamar is the establishment of the single tier Cornwall Council, replacing County and District Councils, and how that will affect heritage. The news that the new Council has moved quickly to acquire the freehold of the King Edward Mine site could be a good omen.

In October 2008 St Just Town Council, concerned at the state of a chimney stack at Balleswidden Mine, wrote to Cornwall County Council about funding for restoration. The answer was that none now existed. The stack had not been included in the previous Mining Heritage Project, as the owner could not be traced. Even where funding can be found, there is no guarantee of success. Also in October the Heritage Lottery Fund awarded £48,500 for the restoration of William Murdoch's house in Redruth, which he lit with gas in 1792. It was later announced that in the absence of the required matching funding, the project had been deferred. Another piece of Redruth's heritage disappeared around the same time with the demolition, inevitably on safety grounds, of a 5-metre stack at the town's old brewery. It was part of a fuse works, which once occupied part of the brewery site. A piece of

very recent archaeology was also removed with the closure of the Wheal Jane pilot treatment plant. This opened in 1990 to trial passive treatment of water from the recently closed mine. South West Water has recreated 5,000 cubic metres of wetland on the site.

In February the closure of a small sales office on an industrial estate in Redruth marked the final end to 200 years of history. The closure of the Compar office broke the last link to Holman Brothers of Camborne, founded in 1801. A stone commemorating the company's bicentenary is now in the care of the Trevithick Society pending re-erection on a suitable site. Artefacts from Britain's last salt pilchard factory in Newlyn, which closed in 2005, are to go on display at Eyemouth Museum in Scotland where they will be restored to make an exhibition of Cornish salt pilchard production and net making. Items include two pilchard presses, an 1874 net-making machine, barrels, boxes, nets, pulleys and stencils. Sadly and disgracefully there was no interest in keeping this unique collection in Cornwall. Surplus items were sold at auction, the proceeds going to the Newlyn branch of the Royal National Mission to Deep Sea Fishermen and Penlee House Museum.

May saw the final completion of the National Trust's project to conserve its acquisitions at Wheal Trewavas. (See *IA News 147 and 148*) The final cost was £550,000 and all who have seen the work agree that it has been well worth it. The difficulties of working on this exposed site were substantial and all involved are to be congratulated.

The importance of Wheal Trewavas lies not only in the stunning cliffside location of the mine but also that it is a relatively rare example of a small copper mine whose remains are not overlain by a subsequent working for tin. It is also to the Trust's credit that it has very quickly mounted repairs to the stack at Cape Cornwall, struck by lightning early in the year, as reported in *IA News 149*.

An act of joint public and private generosity has resulted in a major Cornish mining relic returning to its original site. The 1897 Worsley Mesnes single drum steam winder worked at Wheal Harriett shaft, Dolcoath Mine. When Dolcoath closed, it was moved to the New Roskear shaft at New Dolcoath, where it worked from 1924 to 1930, having been modified with a second drum. An ill-advised preservation attempt in the 1970s resulted in some parts being removed and subsequently stolen. Camborne mining historian L. J. Bullen donated the remains of the engine together with a sheave wheel from Wheal Jane and a Cornish boiler from Toldish Mine, Fraddon. As one of its last acts, Kerrier District Council funded the move of the items to Wheal Harriett. Mr Bullen has also donated a model of the Silverwell Lead Mine, which he was involved in making, to the museum at St Agnes. The model shows typical late nineteenth century prospecting equipment and was on display at Holman's Museum in Camborne until its closure in the 1970s.

In April miners at Geevor went into the old deep workings there for the first time in several years to make repairs to the roof and the

outfall of the Deep Adit. Geevor is still regarded legally as a working mine and there is still an aspiration there to open more of the twentieth-century workings to visitors. In June the Phoenix 100 celebrations marked the 1909 visit of the Prince and Princess of Wales to Phoenix United Mine where they named and put to work the magnificent 80-inch Holman beam engine, the last large Cornish pumping engine to be built for a mine in Cornwall. An all-day event took place on the mine site at Minions, near Liskeard. In August the little coastal village of Portreath was en fete for the bicentenary of the Portreath or Poldice tramroad. This linked Poldice and other mines to the port. Mr Richard Williams, of the great Cornish mining dynasty whose ancestors were involved in the tramroad and who still lives near Scorrier, unveiled a plaque, while a traditional Cornish lugger docked with a cargo of Welsh coal from Big Pit, Blaenavon. This was exchanged with a symbolic piece of Cornish copper ore. The local Pool Business and Enterprise College had built a replica ore wagon, which was also unveiled by Mr Williams. The 'Directors' Carriage' of the tramway survives and is on display at the Royal Cornwall Museum, Truro. It is claimed to be one of the oldest surviving railway vehicles in the world.

During the summer Cornwall Council published a new book of Cornish Tamar Trails covering the Cornish bank of the Tamar Valley. New trails are also opening up on the Devon side particularly around the long inaccessible Devon Great Consols site. Excavations at



Conservation work has now been completed by the National Trust at the Old or West Engine House, the adjacent whim plat and stack at Trewavas Head Photo: Sid Geake



Walking Brunel's Royal Albert Bridge on 21 June 2009

Photo: Andrew Hutcheon

Morwellham Quay this summer are investigating a 1790 maltings and an 1820 manganese mill. The end of September will also see a major extension of the Mineral Tramways Network in West Cornwall. New trails on the GWR Portreath Branch, the Redruth & Chasewater Railway and at Tehidy and Tolgus will double the length of the network from 30 to 60 kilometres.

Network Rail organised a walk on 3 May for enthusiasts to cross Brunel's Royal Albert Bridge as part of the 150 celebrations. The 500 places sold out almost immediately even at £15 a time and a second walk took place on 21 June.

The city of Plymouth continues to be careless of its recent heritage. August saw the demolition of the 1940 GWR Baggage Handling Office at Millbay Docks. This interesting concrete framed structure, one of the first in Plymouth, was built to expedite the handling of passengers' baggage in the days when Plymouth was a regular port of call for ocean liners. Railway tracks ran through the ground floor of the building and internal spiral chutes brought baggage to be loaded into railway rolling stock. After the liners ceased to call in 1963 the building was used as a general goods warehouse and had been disused for some years. There is no evidence that any imaginative, adaptive re-use was considered. Following the loss of the Oscar Faber grain silo last year, there is now virtually no trace of Millbay's commercial past. It looks just like a hundred other marinas, which was presumably the intention all along.

Graham Thorne

Wales

Clearly the most exciting news for Industrial Archaeology in Wales this year is the inclusion of the Pontcysyllte and Chirk Aqueducts and Canal system in UNESCO's World Heritage List, as reported in detail in *IA News 150*. These impressive structures, the two canal tunnels and the sheer beauty of the Ceiriog and Dee Valleys that the canal passes through have long been a major tourist attraction. The local enthusiasm generated by the bid for World Heritage Status will hopefully benefit other industrial archaeological sites in North Wales and the borders.

In close proximity to Chirk Aqueduct, the Glyn Valley Tramway Trust was recently formed with the

objective of interpreting, conserving and hopefully developing the former route of the narrow-gauge tramway that ran from Chirk to the quarries beyond Glyn Ceiriog until 1935. Most of the trackbed alongside the B4500 from Chirk to Glyn Ceiriog has disappeared as a result of road improvements but traces of the route can still be identified at several locations. Bridges survive at Chirk, Dolywern and Pandy and original structures include the waiting rooms at Dolywern and the locomotive shed and station at Glyn Ceiriog. The Trust is still in its infancy and further details can be found at www.glynvalleytramway.co.uk.

Staying with the railway theme, the extension of the Welsh Highland Railway as far as Beddgelert opened at Easter this year and a further extension through the Aberglaslyn Pass was opened to the public on Friday 22 May. The railway now provides a 19½ mile journey through Snowdonia National Park from Caernarfon Castle to Beddgelert, from where the new extension continues to follow the Afon Glaslyn, passing through a hillside tunnel to reach a temporary loop at Hafod y Llyn before returning to Beddgelert. This major tourist attraction utilises the route of the original Welsh Highland Railway which itself only ran for 15 years from 1922 to 1937. Despite the railway's short life, its origins lie in a number of horse drawn and narrow gauge tramway systems including the Nantlle Tramway, Croesor Tramway, Portmadoc, Beddgelert and South Snowdon Railway and the North Wales Narrow Gauge Railways, that linked the slate quarries to Caernarfon. The first determined efforts to revive the Welsh Highland Railway route began in the 1960s and it took some 20 years before parts were opened. Future plans include the completion of the railway through to Porthmadog and a link with the Ffestiniog Railway. More information can be found at www.whr.co.uk.

The economic downturn has taken its toll on developer-funded archaeology. The past year has seen the closure of several commercial units and unemployment amongst site staff in particular. The Wales-based units appear to be less affected, however. From an industrial aspect, the opportunity to excavate the former site of Gatewen



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Archaeologists carefully revealing the trace of the brick clamp discovered in a field at Maesmawr in June 2009
 Photo: Earthworks

Colliery outside Wrexham, as an archaeological condition of a proposed housing scheme, has provided a rare opportunity to record the foundations of nineteenth and twentieth century colliery buildings. A report from Cambrian Archaeological Projects Ltd will appear in the next issue of *IA News*.

On a minor scale, industrial features continue to come to light during small-scale evaluations. The unexpected remains of a post-medieval brick clamp kiln were located by Earthworks Archaeology (www.earthworksarchaeology.co.uk) during an archaeological evaluation in June 2009 at Maesmawr Field, Caersws, Powys. The plot is located on the south bank of the River Severn, immediately south of the former Roman civilian and military settlement at Caersws. The feature extended over an area of level ground within the trench for a distance of c.6.2m. The remains of the clamp had clearly suffered from plough damage, owing to its shallow depth. However five narrow linear gullies, interpreted as flues, were located at regular intervals within the clamp, measuring between 0.2m and 0.6m wide, each cut directly into the natural silty clay. The backfill of the flues contained small fragments of brick and coal. A slot excavated into the fill of one of the flues displayed steeply sloping sides and a flat base, where a discrete band of coal and charcoal was noted. The remnants of a brick platform, or stack, were also recorded.

Earthworks concluded that the feature may have been constructed to make bricks associated with building activity at nearby Maesmawr Hall, as this field once belonged to the Hall before becoming physically separated from it by the construction of the Cambrian Railway. The dating of the kiln remains uncertain since no associated pottery or other artefacts were recovered. The cartographic sources consulted during the project make no reference to a brick kiln here and may suggest an earlier date, perhaps in the eighteenth or early nineteenth century. However, the very temporary nature of the clamp may be the reason for its absence from the maps. Such structures were generally often used for just one firing before being dismantled and consequently left

little trace, so the Maesmawr feature is a welcome addition to the industrial record.

This year saw the 200th anniversary of South Stack Lighthouse, located off Holy Island, Anglesey. The lighthouse was established by Trinity House and a light first shone on 9 February 1809. The lighthouse is 28m high and the main light is visible for 28 miles. The house was designed by Daniel Alexander and built at a cost of £12,000, mainly to allow safe passage for ships on the Dublin/Holyhead/Liverpool Irish sea route. The original light was powered by Argand lamps and reflectors and in 1840 a small railway was constructed along the cliff path to deliver a back-up lamp. The lenses used to magnify and reflect the light source are the original units installed in 1880. In 1938 electric power replaced the oil that powered the lamps, and since September 1984 the fog and light signals have been automatically controlled from Trinity House Operational Control Centre in Harwich, Essex. In 1828 an iron suspension bridge was built to replace the basket suspended on a hemp cable which had been the only means of crossing the deep water channel. A new rigid aluminium bridge now provides access to the public and the lighthouse is generally open to visitors daily from April to September. For details see www.trinityhouse.co.uk.

As this issue of *IA News* goes to press, the Welsh Mills Society will be holding their Autumn meeting with field trip in Meifod, Powys (17 October). The Society's Spring Meeting in Carmarthenshire is scheduled for 24 April 2010 (www.welshmills.org.uk). The date for the 2010 Welsh Mines Society weekend is Saturday 12 and Sunday 13 June and the venue is North East Wales.

Pat Frost

Northern England

There have been a lot of projects recently covering the mineral mines in the region. English Heritage has embarked on a five year project to investigate the Landscape of Alston Moor Manor with particular reference to the relationship between miners and farming. The project will identify landscape-specific threats and erosion issues

and also the development and testing of new recording and analysis methods.

The Living North Pennine Project run by the North Pennine AONB are working on a number of sites including Shildon Engine House at Blanchlands in Northumberland. This building built about 1805 to provide pumping for the local mines. When mining finished it served as a dwelling for a number of families before being abandoned in about 1900. The site is now being preserved and interpretation is being developed. They are also working on the Whitesyke and Bentyfield mine above Garrigill near Alston to preserve the mine shop and dressing floor.

The North Pennine Heritage Trust (NPHT) underground group have continued to clear Thompsons level at Nenthead. They have now cleared as far as a major blockage caused by infilling a shaft from the surface. The next part of the plan is to clear this. The Trust has also just launched a visitor guide to the Nenthead smelt mill site and is producing more information on the metallurgical aspects of the site. Cumbria Amenities Trust (CATS) is continuing work on newly restored Middlecleugh level to try and reduce the level of water in the old workings.

The North Pennines Archaeology Ltd with the AONB have carried out a survey of the surface remains at Lady Rake Mine in Upper Teesdale as part of a management plan. This site mainly operated the early 1880s to 1909, originally opened by the London Lead Company. It had an unusual water balance system for raising the cage up the shaft, features of which are still visible along with the some of the pump features in the shaft.

Another North Pennine lead mine to receive attention has been Low Slitts in Weardale. This site is being damaged by flash flooding of the Middlehope Burn. There is work to control the beck and stabilise the structures including an impressive set of bousteads and also the stone base for one of Armstrong's hydraulic engines which was used as a winding engine on the shaft. Improved access to the site has been negotiated under a Higher Stewardship agreement with the landowner.

In the Lake District work on the

possible medieval mining site at Silvergill in the Caldbeck fells continues. Permission to drain an internal shaft has been granted and a geophysical survey has been carried out on the surface to try and find a possible fourth and lower level. Exploration work will now have to wait till next year. The Cumbria Amenities Trust has also started to clear the Tilberthwaite Mine level to allow access to it and has also received permission to re-open Carrock Mine.

Leaving mining, the project to cover the top of the Newlands Furnace and make it weather proof has been completed this summer so the monument should now be safe. The North Pennine Heritage Trust are looking to take over the site of the Walker Pottery at Corbridge and make it more accessible to the public with interpretation etc. The site contains two bottle kilns of approximately 30ft diameter, one circular down draught kiln and two rectangular Newcastle Kilns. NPHT are also looking at ways to save the Augill smelt mill building near Brough which is on the EH monuments at risk register.

So far it has all been fairly good news but, alas, demolition of old industrial buildings continues. Carlisle has recently lost the NER engine sheds and its associated round house along with a series of associated single storey workshops etc. Very little of Carlisle's railway heritage now remains and people visiting the city have great difficulty in identifying any of its railway history. Very little space is dedicated to railway history in Carlisle's Tullie House Museum and the local renaissance project appears to want to ignore the city's industrial past.

Graham Brooks

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**For further details, contact
the Editor.**

Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

- Berkshire Industrial Archaeology Group News*, 20, Spring 2009
- Brewery History Society Newsletter*, 46
- Bristol Industrial Archaeological Society Bulletin*, 127, Summer 2009
- Construction History Society Newsletter*, 84, April 2009
- Dorset Industrial Archaeology Society Newsletter*, No.25, September 2009
- Greater London Industrial Archaeology Society Newsletter*, 244, October 2009
- Hampshire Mills Group Newsletter*, 86, Autumn 2009
- Histelec News: Newsletter of the South Western Electricity Historical Society*, 42, August 2009
- Historic Gas Times*, 60, September 2009
- Industrial Heritage*, Vol. 34, No. 3, Summer 2009
- ICE Panel for Historical Engineering Works Newsletter*, 121, March 2009, 122, June 2009
- Manchester Region Industrial Archaeology Society Newsletter*, 128, May 2009, 129, August 2009
- Merseyside Industrial Heritage Society*, 295, September 2009
- Midland Wind and Water Mills Group Newsletter*, 94, August 2009
- Museum of Bath at Work Newsletter*, Autumn 2009
- Northamptonshire Industrial Archaeology Group Newsletter*, 111, Summer 2009
- Piers: the Journal of the National Piers Society*, 91, Spring 2009, 92, Summer 2009
- Scottish Business and Industrial History*, 25/2, July 2009
- Scottish Industrial Heritage Society Bulletin*, 52, Sept 2009
- Search: the Bulletin of the South Wiltshire Industrial Archaeology Society*, 90
- Somerset Industrial Archaeological Society Bulletin*, 110, April 2009, 111, August 2009
- Suffolk Industrial Archaeology Society Newsletter*, 105, May 2009, 106, August 2009
- Surrey Industrial History Group Newsletter*, 170, July 2009, 171, Sept 2009
- Sussex Industrial Archaeology Society Newsletter*, 143, July 2009
- Sussex Mills Group Newsletter*, 143, July 2009
- The Vision: Newsletter of the Friends of Newport Transporter Bridge*, Summer 2009
- TICCIH Bulletin*, 44, Spring 2009
- Trevithick Society Newsletter*, 143, March 2009, 144, July 2009
- Triple News: Newsletter of the Kempton Great Engines Society*, 37, Summer 2009
- WaterWords: News from the Waterworks Museum, Hereford*, Summer 2009
- Welsh Mines Society Newsletter*, 60, Spring 2009
- Yorkshire Archaeological Society Industrial History Section Newsletter*, 77, Autumn 2009
- Yorkshire History Quarterly*, 14/1 Summer 2009

Books Received

The Toll-houses of South Devon, by Tim Jenkinson & Patrick Taylor, Polystar Press, Ipswich, 2009. ISBN 978 1 907154 01 0. 120pp, 81 illus. £8.95.

Illustrated gazetteer listing surviving toll houses in South Devon, with photographs, a short description, and brief notes on vanished houses. The introduction includes some background, although little on the turnpike trusts themselves.

The Toll-houses of Suffolk, by Patrick Taylor, Polystar Press, Ipswich, 2009. ISBN 978 1 907154 00 3. 84pp, 81 illus. £7.95.

Said to be the first published study of the county's toll houses, this gazetteer lists the surviving toll houses throughout Suffolk. Most are

photographed, alongside a very short description, and some notes on vanished houses. The introduction to turnpikes and toll houses in general is similar to the South Devon book.

Rope, Net & Twine: The Bridport Textile Industry, by Richard Sims, Dovecote Press, Wimborne, 2009. 158pp, 209 illus. ISBN 978-1-904-34972-3. £25.00.

Lavishly illustrated with historic and modern photographs, maps and diagrams, this well presented book should be a key point of reference for a regional industry that is still operating many centuries since locally grown flax and hemp first provided the raw materials. Today, the town manufactures nets for Wimbledon and many other sports, there are the more traditional fishing nets made from artificial fibres, while the twenty-first century industry also provides aircraft cargo nets and even arrester webbing for NASA's space shuttle. The book traces the story through chapters on the firms involved, particularly in the nineteenth and twentieth centuries, with famous names such as Joseph Gundry, as well as the Edwards, Hounsell, Whetham and many other families. The industrial archaeology of the industry is also highlighted.



SHIRE LIBRARY CLASSICS

Here are two new editions, reprinted in the original famous Shire Album form as published in 1983 and 1985, but each with a new cover and an updated page of further reading and places to visit.

Nailmaking, by Hugh Bodley, Shire Publications, 2008. 32pp, 40 illus. ISBN 978-0-85263-606-0. £4.99.

Charts the history of nailmaking, from the Romans, through to the nineteenth century and the factories of the twentieth, relating the fluctuating demand for nails and nailers to the social and political context of the time, and explaining the types of nail made and the development of nailmaking methods. Includes diagrams for identifying different types of nail.

Quarries and Quarrying, by Peter Stanier, Shire Publications, 2009. 32pp, 39 illus. ISBN 978-0-85263-728-9. £4.99.

Describes the methods of quarrying the main building stone types: limestone, sandstone, granite and slate. There is background to the history of the rise and decline of quarrying for building stone and the book covers some of the most famous and notable quarry sites. Aggregates and roadstone, now our major quarries, are also briefly mentioned. Illustrated with historic and more recent photographs.

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**5-8 NOVEMBER 2009
ARCHAEOLOGY OF BRIDGES**

at Regensburg, Germany, this international congress aims to provide a discussion forum for the identification of locations, development and construction principles of bridges in different regions and countries, from prehistory to the beginning of the nineteenth century, based on archaeological and historical research. For further information send an e-mail to bridges2009@t-online.de.

**7 NOVEMBER 2009
WILTSHIRE IA SYMPOSIUM**

at the Wharf Theatre, Devizes, symposium including fibre matting, railways, secret underground cities, airfields and brickmaking. For details write to IA Symposium, Wiltshire Heritage Museum, 40-41 Long Street, Devizes, Wilts SN10 1NS, Tel: 01380 727369, or Email: wanhs@wiltshireheritage.org.uk.

**24 NOVEMBER 2009
NORTH-EAST INDUSTRIAL
BUILDINGS DAY SCHOOL**

based in Newcastle and jointly organised by AIA and CBA, funded by English Heritage, the provisional programme includes the coal industry, engineering works, and

early railways. Free to members and CBA historic building volunteers, but a refundable deposit of £10 is required. Booking details will be available soon. See the AIA website: www.industrial-archaeology.org.uk.

**24 FEBRUARY 2010
SOUTH-WEST INDUSTRIAL
BUILDINGS DAY SCHOOL**

based in Exeter and jointly organised by AIA and CBA, funded by English Heritage, the provisional programme includes mills, docks, extractive industries and textile industries. Visit the AIA website to keep in touch.

**24 APRIL 2010
SERIAC 2010**

at the Chertsey Hall, Heriot Road, Chertsey, Surrey, the South East Regional Industrial Archaeology Conference hosted by the Surrey Industrial History Group. No further details. Advance notice only.

**22 MAY 2010
EMIAAC 79 HERITAGE DAY:
SWANNING AROUND
SWANNINGTON**

at Swannington Village Hall, hosted by Leicestershire Industrial History Society, with lectures including the Leicester to Swannington Railway, Hough Windmill restoration, and

future developments for Swannington Heritage Trust. Plus interesting site visits, including current coal mine excavations. For further information and booking forms, contact A. Brittan, Tel: 01773 710133, E-mail: alan.brittan@ntlworld.com.

**10-15 AUGUST 2010
RE-USING THE INDUSTRIAL
PAST**

at Tampere, Finland, a conference organised by TICCIH/ ICOHTEC. For details, and a call for papers, visit http://www.tampere.fi/industrialpas t2010/callfor.html.

**3-9 SEPTEMBER 2010
AIA ANNUAL CONFERENCE**

at Penryn, Cornwall, hosted by the Trevithick Society. Advance notice only. See the AIA website to keep in touch.

**3-5 SEPTEMBER 2010
ENGAGING THE RECENT
PAST: PUBLIC, POLITICAL,
POST-MEDIEVAL
ARCHAEOLOGY**

at the University of Glasgow, organised by the Society for Post-medieval Archaeology. See inside for a call for papers. Visit website: www.spma.org.uk.

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.

More Diary Dates can be found on the AIA website at www.industrial-archaeology.co.uk



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- 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 Liaison Office, The Ironbridge Institute, Ironbridge Gorge Museum, Coalbrookdale, Telford TF8 7DX. Tel: 01325 359846.

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



A Priestman excavator used for clearing fenland drains at Pinchbeck Marsh pumping station. See inside, page 2

Photo: Rodney Hall