

INDUSTRIAL ARCHAEOLOGY NEWS

153
SUMMER
2010

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

FREE TO MEMBERS OF AIA



New Zealand South Island • AIA Annual Report • VIC 32 boiler restored
Ken Hawley Collection • AIA/CBA day schools • Manchester changes • paddle steamers



INDUSTRIAL ARCHAEOLOGY NEWS 153 Summer 2010

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COVER PICTURE

Cowper stoves, Blast Furnaces Nos. 2 and 3 at
Vitkovice, Ostrava, Czech Republic (see page 10)

Photo: Mark Watson

New Zealand: part two South Island

Part One described the first part of our November 2009 tour of the little country with a big message: New Zealand's North Island from Auckland to Wellington (IA News 152). Part Two describes the South Island. Once again, we are grateful to Paul Saulter for organising the tour, Rob Aspden and John La Roche in New Zealand, who put together such an excellent programme, and of course the many enthusiastic local guides encountered along the way.

Fred Barker

On Wednesday 12 November some of our party journeyed to the South Island by air while others took the ferry to Picton and then the train to Christchurch; the route of the railway lies between the coast and mountains for much of the way until it turns inland at the Christchurch coastal plain. Thursday was loosely planned, allowing members to follow their own interests. Some explored the Christchurch tramway which is now a tourist attraction running trams which have been restored to their appearances as they would have been at specific dates in their operating lives. The city once had an extensive network which started with a line from the railway station to Cathedral Square in 1880, and building of lines continued until 1922. The closures began in 1930 ending with the last line in 1954. In 1960 a group formed the Tramway Historical Society and began to collect whatever equipment they could find with the intention of building a tramway at some time, and were viewed sympathetically by the Christchurch Transport Board. Eventually the City Council approved a circular route linking places of

historical interest and the tramway opened in 1995. An extension to this is being built and when it is completed trams will run in a figure of eight.

Some took the bus to Lyttelton to view the harbour and then climbed the hill to the time ball which was last used in earnest in 1941. It is similar to the device at the Greenwich observatory and it was kindly raised and lowered for the group. The museum below showed an exceptionally clear film demonstrating how the longitude of a ship's position is calculated from a knowledge of the local time and time at a fixed point (usually the zero meridian). Descending the hill again the group was entertained on board the steam tug Lyttelton which was built in 1907 by Ferguson Brothers of Glasgow. It is powered by two compound steam engines developing 1,000HP, which receive their steam from four boilers. The fire box doors of two of these are at waist height which makes stoking arduous. The tug retired in 1970 and was restored by a preservation society which allowed her to begin a new career in 1973 as a passenger vessel.

After ascending in the Christchurch Gondola to take lunch in the cafe, some of the group returned by bus to Ferrymead Heritage Park. The Park had its beginnings in the railway centenary of 1963 and the approaching end of steam locomotion, and took in the formation of the first steam railway in the country which was a branch between Christchurch and Lyttelton port. The Ferrymead Railway extends from the Park to the junction with the main line and has recently been electrified at 1500v dc, and is paralleled by the tramway. The FR has small steam locomotives and examples of earlier diesel locomotives and all of the dc electric locomotives. The tramway is also electrified and runs trams from Ferrymead station to a loop around the streets of Moorhouse pioneer village. The village has an Edwardian flavour and includes cottages, a bakery, a printer's, a large post office which also houses an extensive collection of working telephone exchange equipment, and a horse trough with a working pump. There is also a large collection of fire engines which includes a rare example of an engine built in 1922 by AEC on a bus chassis. The aeroplane collection includes a DC3 and a Bristol B170 freighter with a Morris car in the hold. As might be imagined, the atmosphere is similar to that of the Black Country and Beamish museums in England.

No mishaps occurred on Friday the 13th, in the morning of which the group travelled on the TranzAlpine train to Greymouth which climbs through mountain scenery over the summit at Arthur's Pass. Rejoining the coach at Greymouth we stopped to look at the remains of Brunner mine which had been a coal mine with workings on both sides of the river valley, linked by a suspension bridge built in 1876 which collapsed almost immediately. The railway reached Brunner in 1876 and road and rail traffic shared the deck of the rebuilt bridge when it opened in 1877. The arrival of the railway stimulated coal production,



The Lyttelton Harbour Time Ball

Photo: Fred Barker



The Lyttelton tug

Photo: Fred Barker



The two right hand boilers of the Lyttelton tug, the higher one being a challenge to the stoker

Photo: Fred Barker



The bridge at the Brunner mine. Originally a combined road and railway bridge, it is now for foot passengers only

Photo: Fred Barker

coke production for making steel; fireclay was mined from beneath the coal seam and used for brickmaking. 1892 saw the peak of coal production at 181,075 tonnes which represented about 100 wagon loads per day over the bridge. The mine closed in 1921, following which the railway company wanted to remove the bridge, but after local protests ownership was taken over in 1923 by the borough council. The bridge was refurbished in 1925-6, 1963-4, 1969 and 1977. The opening of the Stillwater bridge in 1978 allowed closure to vehicles of the Brunner bridge and it was completely closed in 1996 because of deterioration. A fund-raising project paid for the 2003-4 restoration which allowed the bridge to open again. On the way to Reefton we paused to see in the distance the Grey River gold dredge which had originally been built in 1938, then dismantled in the 1980s and rebuilt in its present location where it had been operating more or less continuously since. A request to visit the dredge had unfortunately been declined.

Moving on to Reefton we walked beside the river in late afternoon sunshine to see the remains of the generating station for the first public electricity supply in the country which opened in 1888. Water led from the Inangahua River at a head of 27 feet drove the Rafel 70HP turbine which was coupled by a belt to a 20kW 30/110v Crompton DC dynamo, providing power for 500 lamps in the town. Various additions and alterations were made as the town grew, culminating in a Boving turbine and Thomson-Houston generator in 1935. The system closed in 1949, three years after Reefton was connected to the national grid. Broken housings and some pipework remain with what appear to be the turbine rotor and generator, but the site is neglected in spite of its historical significance.

On Saturday we visited the Coaltown Museum at Westport which features coal and gold mining displays including a brake drum from the Denniston incline (see below) and the triple expansion engine from the steam dredge Mawhera. Other displays relate to shipping and wrecks, minerals, uranium exploration and domestic equipment. Our intrepid driver next took us to the Denniston incline where he manoeuvred our full-size coach around a long series of hairpin bends through a vertical ascent of 1700 feet. This proved too much for one of the engine belts but he was able to replace it in the car park at the top, having had the foresight to bring a spare and a tool box. The Mount Rochfort Plateau, north of Westport and 2000 feet above sea level, had coal seams of good quality extending for 40 miles parallel to the coast. Several mineral railways ran from the port up valleys to serve various mines and the Conn's Creek branch was opened in 1879. In order to lower the coal from Denniston on the edge of the plateau to the head of the line, two consecutive self-acting inclines were built with gradients varying from 1 in 1.3 to 1 in 7, making the descent in just over a horizontal mile. Between 1879 and 1967, 12.6 million tons were brought down, peaking at 350,000 tons in 1910. The original open coal wagons gave way to wagons



Denniston Incline top. Beyond the grassy hump to the left of the wagon the descent becomes vertiginous

Photo: Fred Barker

with fixed internal hoppers and finally to hoppers which could be lifted from the wagon frames by cranes, which did less damage to the coal. The considerable remains at the top of the incline (tracks, decking, bins) allow one to imagine the place at work and there is a good poster display describing the machinery and methods of working. Our driver got us down again in 20 minutes and following a lunch break in Westport we admired the geology and scenery of the west coast on our way to the next hotel at Hari Hari. Before dinner we enjoyed an illustrated lecture on the local climate (the west coast has an annual rainfall of over 6 yards!), geology, fauna and flora from a local enthusiast who was interesting, informed and fluent in spite of or because of his 86 years.

On Sunday morning we briefly peered through the windows of the building which houses a replica of the biplane flown across the Tasman Sea by Menzies, and then moved on to admire the Fox Glacier in some of the rain before lunching at a salmon farm. We drove up to the Haast Pass, beyond which the vegetation changes from rain forest to tussock grass with the change in rainfall (down to 10 inches) as the eastern side of the alps lies in a rain shadow. The long drive down to Wanaka afforded good views of Lakes Wanaka and Hawea under clear skies and of mountain peaks behind us still sprinkled with snow.

On the Monday morning we drove through Tarras, Lindis Pass, Omarama and Twizel to Tekapo to visit its tiny Church of the Good Shepherd overlooking the lake, and then via Tekapo B station, standing in Lake Pukaki, to Ohau B. This station was not generating at the time as the canal which feeds it and Ohau A and C stations was being repaired. We saw the cavernous generator hall which appeared almost empty, the height being needed if a machine has to be raised for repair, and then descended to view the top

housing of a turbine which has many peripheral inlet valves which are operated by rotating an annulus to which they are coupled. There was an emergency diesel generator to power the building in the event of a major power failure, and as a last resort an accumulator room containing lead acid cells of capacity 400Ah manufactured in Germany. Even then, there is also a pressurised oil 'accumulator' which can close the turbine valves if there is no electrical supply at all. We were amused to see the wooden skeleton of a house which serves to broaden the education of the apprentices by allowing them to wire it as for domestic use. Outside we saw the four penstocks which are each of sufficient diameter to accommodate our coach. The station was completed in 1979 with a water head of 58m supplying four 66MW units, although these have been de-rated to 62MW. From the tail race the

water travels along the river to the dammed surge reservoir of Lake Ruataniwha. We returned to Twizel (long 'i') to relax in our commodious accommodation.

The final day of the South Island tour began at the Waitaki dam and power station. Because of the width of the valley this is a long dam (1,713 feet) with a height of 107 feet. The power house was large enough to accommodate five generators although only two 15MW units were installed when the station opened in 1934, the others being added in 1940, 1941 and 1949. In 1954 the powerhouse was enlarged to take two more, bringing the output to 105MW. We drove next to Bortons to meet Bruce Comfort at a 'raceman's' cottage on the route of the former water supply to Oamaru. Until 1880 the town obtained its water from wells, springs and an unreliable stream which ran along the main street. It was decided after much debate to build a gravity-driven water race with an intake on the Waitaki river at 126 metres above sea level to feed water to a reservoir at 96m at Ardgowan, close to the town. The average gradient was 1 in 3964, the length was 47km, the width 2m and the depth 1m. There were five tunnels of combined length 2.7km and nineteen timber aqueducts of combined length 1.4km. A team of about seven racemen lived in small houses along the race and mended fences and kept the banks clear. The race was emptied every Wednesday for cleaning and repair. When the race was ready in 1880 it had cost the sum of £136,000 which was a drain on public funds for 20 years, but it served the town for 103 years. The high pressure of the water from the town reservoir was used to run private and public water engines and generators, and for a time Oamaru had more electric lights than London. Since closure of the race all of the land which it crosses has reverted to private ownership but some parts are visible from the roads and footpaths, and we were able to examine an aqueduct close up (the wooden trough had been replaced with steel in the 1920s) and saw one or two more from a distance. The



The magnificent Dunedin railway station

Photo: Fred Barker



The booking hall of Dunedin railway station which is on the line from Picton to Invercargill. The only passenger trains now are tourist excursions to Terangi Gorge
Photo: Fred Barker



Shaft and upper housing of a turbine in Ohau B power station
Photo: Fred Barker

Bortons raceman's cottage has been restored. On reaching Oamaru we went to the opera house, itself one of many attractive buildings, where we were shown a large collection of the original drawings for the race which had been done in red and black ink on linen. Apart from those whose land is crossed by the race it is largely unknown even locally, so it is to be hoped that some of the

features can be preserved. Bruce was an enormously enthusiastic and knowledgeable guide and we hope that his great efforts on behalf of this remarkable piece of Victorian engineering will be fruitful.

After Oamaru, the journey to Dunedin completed the tour of the South Island. As on previous visits to the antipodes our group

benefitted greatly from the enthusiasm and knowledge of our local guides, and also from the knowledge and indulgence of our kindly coach drivers who were willing and able to manoeuvre their vehicles into the most unlikely places. At journey's end, the University of Otago in Dunedin hosted the Third Australasian Engineering Heritage Conference on 22-25 November 2009.

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AIA Council of Management Report for 2009

The Association is a registered charity, whose objectives are to encourage and promote for the public benefit the study of, and research in, the archaeology of industry and the industrial period, and to promote education in the identification, recognition and conservation on the industrial heritage. The General Report of the AIA Council of Management summarises the activities of the Council and the membership for the year ending 31 December 2009.

Barry Hood, Honorary Secretary

In 2009 Council met at Leicester University in February and in London in June, with an additional Extraordinary Council Meeting at the University of Lincoln shortly before the AGM to receive any nominations and deal with other AGM business. The final Council meeting was a two-day meeting at the Ironbridge Institute, Coalbrookdale in October.

The Association continued to work with The Heritage Alliance (formerly Heritage Link) and is represented on the Spatial Planning Advocacy Group (SPAG). In addition the Association sent to the Department of Communities and Local Government (DCLG) a response on the draft Planning Policy Statement (PPS15). Meetings were held in April and May to monitor and consider HA's response to the Draft Heritage Protection Bill. Association members also took part in a question and answer session with Margaret Hodge and representatives from the other two major parties. There is wide support against losing the Heritage Protection Bill in the current parliamentary session and our members continue to monitor and liaise with HA.

The Ironbridge Weekend, planned for 4-5 April, on 'Conservation Planning for Collections' was designed to attract various affiliated societies across the UK. However, the weekend had to be cancelled due to a poor response. There seems to be more interest for an Ironbridge Weekend at a local level than at a national level and also for a one-day event rather than a weekend event. Travel and accommodation costs seem to be additional issues and further work is being undertaken to canvas societies for topics and themes that would attract members in these financially straitened times.

The proposed AIA spring visit to Romania could not be progressed due to the sudden and unexplained lack of response from the local university host. By the time this was apparent it was too late to re-organise an alternative visit. However, the November visit to New Zealand went ahead as planned with 18 AIA members and others, and was organised in conjunction with the Australasian Engineering Heritage Conference hosted at the University of Otago, Dunedin. It was an educational and informative conference and it was a pleasure to meet heritage engineers from New Zealand and Australia. Prior to the conference, the AIA party spent two weeks touring heritage sites showing the technological

achievements of the country, bridge building and viaduct construction, transport systems, timber mills, gold mining operations, heavy engineering sites and geothermal plants and dams. The group drove hundreds of miles through stunning gorges, mountain passes and snow-capped mountains and had time to visit the Franz Joseph ice glacier. It was a full program and a very enjoyable and educational trip. Our sincere thanks go to Paul Saulter for researching the visits and making all the organisational arrangements and to the Institution of Professional Engineers of New Zealand (IPENZ) for their unstinted advice, visit arrangements, guiding and for making the AIA so welcome.

The 2009 AGM and Conference was held at the University of Lincoln on 4-10 September and was well supported by 114 Association members. It was decided not to hold an initial seminar but to organise a series of Friday walks around Lincoln to illustrate the industrial sites in the heart of the city. On Saturday there were a series of lectures from the local industrial history group, a poster session, a very interesting members' contributions session, followed by technical presentations from the Award winners. After the Sunday AGM, David Alderton, delivered the Rolt Memorial Lecture entitled 'The death of the industrial past?'

Over the following week we learnt more about canals and railways in Lincolnshire, the drainage of the fens, the rich agricultural hinterland and the heavy engineering enterprises that sprung up and were known world-wide (Clayton & Shuttleworth, Ruston, Proctor & Co., William Foster & Co. Ltd). We saw water mills and wind mills, the remains of brick making, the

magnificent Sleaford Maltings, Grimsby and Immingham docks and fen drainage canals and engines. It was at William Foster & Co.Ltd in Lincoln that the first military tank was designed and built in 1916 and was to prove a decisive battle winner when deployed in sufficient numbers. In WWII Lincolnshire became the home of two RAF bomber groups because of the flat terrain and the wind uplift caused by the Lincoln Edge. We visited RAF bomber sites including RAF Scampton, the home of the famous 'dam busters' operation and also the Battle of Britain Memorial Flight at RAF Coningsby. The final trip of the week was to the Corus Steel Works at Scunthorpe.

It was an extremely interesting and instructive week in a beautiful county. Many thanks are due to Neil Wright and his enthusiastic band of volunteers from the Society for Lincolnshire History and Archaeology. The President's Award, for the best site visited, went to the Dogdyke Pumping Station and the Initiative Award, for an ambitious project or innovative approach to conservation and interpretation, was awarded to the Lincolnshire Film Archive.

To encourage high standards in all aspects of the study of industrial archaeology, the Association published two issues of *Industrial Archaeology Review* under the editorship of Dr David Gwyn, and four issues of *Industrial Archaeology News*, under the editorship of Dr Peter Stanier. The *IA Review* is the journal of the AIA and provides a forum for a wide range of specialist interests in industrial archaeology. Articles over the year covered various technological, archaeological, historical, geographical, social and architectural aspects of



Delegates inspecting the steam pumping station at Dogdyke, which won the President's Award for the best site visited during the Annual Conference
Photo: Peter Stanier



A mad rush with the cameras to take advantage of the only allowed photostop on a visit to Scunthorpe Steelworks during the AIA Lincoln Conference

Photo: Stephen Rowson

industrial archaeology. The *IA News* is the bulletin and main communication organ of the AIA. Illustrated reports covered all the Association's activities as well as short technical articles, reports on affiliated societies, regional news, TICCIH, conferences, letters, etc.

The Association continues to support scholarship and fieldwork achievements. The Peter Neaverson Award is a new AIA award to honour the memory of Peter Neaverson, a long-time Council member and a joint editor of *IA Review* for nearly 20 years. It is awarded for outstanding scholarship in industrial archaeology. The second recipient of this prestigious award was made to Dr David Gwyn, for his well researched and very readable book *Gwynedd, Inheriting a Revolution: the archaeology and industrialisation in North-West Wales*.

The Student Fieldwork and Recording Award 2009 was awarded to Kim Jurecki for her work entitled *Derwent Valley Mills – World Heritage Site Landscape Project (MA)*. This was a fieldwork project towards a MA degree.

The Occasional Publications Award went to The New Mills Heritage Centre for *The Kinder Reservoir and Its Railway*, and was received by Derek Brumhead. The Journal Award was presented to Pete Joseph of the Trevithick Society of Cornwall, and the Newsletter Award went to the Leicester Industrial History Society and was received by David Lyne.

The highly regarded Dorothea Award for Conservation was presented to The Pump House Steam & Transport Museum Trust. The museum is not only concerned with the preservation of 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. These exhibits cover 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 Award was received by Dr James Lewis, Lea Valley historian and author, together with Mr Lindsay Collier, MA, Project Director and Founder.

In 2009, the Association received an anonymous and very generous donation to be used for conservation projects. After reviewing several applications, it was decided to make four restoration grant awards as follows:

1. The Scottish Maritime Museum was awarded £2750 for the restoration of the Clyde Puffer VIC boiler.
2. The South Yorkshire Trades Historical Trust was awarded £5,000 for the restoration of the Hoylandswaine Nail Forge.
3. The Beamish North of England Open Air Museum was awarded £14,000 for the restoration of Chaldron Railway Wagons.

4. The Boat Museum, Ellesmere Port, was awarded £15,000 for the restoration of Box Boat No. 337 and boxes.

These projects were described in greater detail to AIA members at the 2009 conference and there was widespread support for them.

The Association applied successfully for a grant from English Heritage under the National Capacity Building Programme and received just under £14,000 for the year 2008-9. The purpose of the grant is to enable us to organise training days in recognition of industrial buildings for CBA (Council of British Archaeology) regional correspondents and groups, local planning officers who deal with listed building applications and members of fellow Amenity Societies. We have employed a part-time Historic Buildings Officer to organise the training days but are using Association volunteers as instructors. Two national training days were held in 2008 in Manchester and Bristol, and five regional training days were held in 2009 in Ipswich, York, London, Ironbridge and Newcastle. The Association has applied for further funding to complete the regional training programme in 2010-11.

It has been a busy year but after all the changes in the previous year (the office move from Leicester University to the Ironbridge Institute, the appointment of a new Liaison Officer, the appointment of Maney Publishing to handle membership administration, the EH National Capacity Building Programme and the various generous donations and new awards that the Association has made), 2009 has been a year of consolidation. The AIA Council has focussed on stabilising the organisation after all the changes and various initiatives and in ironing out the organisational snags. We have made substantial progress and look forward to 2010.

Finally, the Council have assessed the major risks to which the Association is exposed, in particular those related to the operations and finances of the Association, and are satisfied that systems are in place to mitigate exposure to the major risks. Our reserve policy is to hold £25,000 as an Operating Reserve.

We are very grateful to all officers and members of Council for the increasing time and effort that they put in, voluntarily, to ensure the smooth running of the Association.

New AIA website
Please note the new address of
the AIA website:
www.industrial-archaeology.org

VISIT THE AIA WEBSITE – www.industrial-archaeology.org

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.

Conservation of the VIC 32 boiler at the Scottish Maritime Museum

A recent AIA Restoration Grant to the Scottish Maritime Museum enabled the restoration of the original boiler from the Clyde Puffer VIC 32. The job complete, the boiler is now on display in the museum at Irvine. The author is Curator of the Scottish Maritime Museum.

Linda Ross

In 2009 the Museum purchased the original vertical cross-tube marine boiler from the puffer VIC 32, with the help of the National Fund for Acquisitions. The boiler was built by Cochran of Annan in 1942-43 and is an excellent example of a Scottish-built puffer boiler. It is a substantial piece of machinery which is 4.8m high x 2.2m diameter x 6.8 tonne, and is very important in terms of its industrial heritage and history.

A puffer is a steam coaster which carried cargo around the west coast of Scotland; they were vital lifelines for the island communities and as a result have gained a secure place in Scottish culture. They were popularly named after the very simple steam engines that the earliest canal-based boats used. These were single-cylinder engines with no condenser. This meant that the steam used was simply exhausted to the atmosphere through the funnel, leading to a distinctive 'puff-puff' sound. Later puffers used compound engines with condensers. This meant that the 'puffing' sound stopped, but the name puffer remained. The development of Ro-Ro ferries, road transport, and containerisation of goods meant that the puffer trade came to an end in the 1960s, and puffers were consigned to history.

Around 400 puffers were built between 1857 and 1965 and they have left a permanent mark on Scottish folklore and history. VIC 32 is the only remaining sea-going steam-operated puffer, and it was incredibly important that the Museum was able to secure its boiler. It was the last opportunity for the Museum to obtain an original boiler from a puffer, and it is certainly the only example on display in Britain. As a result it was essential that the Museum took steps to restore it to good condition in order to present it in the best light and preserve it for the future.

VIC 32 is a well-known vessel which currently takes passengers on puffer holidays around Scotland. While she was not built in Scotland (she was built by Dunston's of Thorne, Yorkshire in November 1943), the boiler was built by Cochran's of Annan in 1942 – 1943, and she plied much of her trade in Scotland. Her current owners believe that she worked out of Corpach during World War II, taking ammunition from barges moored at the head of Loch Eil and supplying the Atlantic fleet with victuals at the Saint Christopher's Base at Corpach. She also worked in Scapa Flow, Orkneys, delivering aviation spirit to the ships in the Fleet and definitely worked as a day boat in Rosyth Naval Dockyard after the war

until she was sent over to White's of Inverkeithing to be scrapped in the 1960s. She was rescued by a man who bought her and steamed her down to the Whitehall shipyard at Whitby, from where the current owners bought her in October 1975.

The Museum has a duty of care to its objects, and as a result conservation of this new acquisition was an absolute must. With this in mind the Museum contacted Dorothea Restorations, who visited Irvine to survey the boiler and make conservation recommendations. The Company Director Peter Meehan concluded that most of the original surface of the boiler was lost due to corrosion, caused by the fact that the boiler lay outside at Corpach for two years after it was removed from the vessel before the Museum secured it for the collection. He put together a series of recommendations, and the Museum was able to act on these once funding from the Association for Industrial Archaeology had been gratefully obtained.

Staff from Dorothea came to the Museum and carried out the recommended work in situ in January 2010. Loose corrosion products were removed to recreate a sound surface; a layer of micro-crystalline wax was applied to the external surface; a wax-based corrosion fluid was applied to internal surfaces; and fibrous washers were sealed using a Polyvinyl acetate solution. This work has stabilised the boiler's condition, and will minimise any future deterioration.

The boiler is an integral part of the Museum's puffer exhibition. It is positioned alongside the engine from the puffer *Skylight* for dramatic visual effect: visitors will be amazed by the large boiler required to power such a small engine. Other relevant items, including a coal bucket and auxiliary machinery, also feature in the display so

that people can visualise how different items of machinery work in relation to one another. We are also working with the donor to acquire relevant gauges, pipes and other additions to add to its visual authenticity.

The Scottish Maritime Museum's collections represent a very important aspect of Scottish history that is not handled as a specialism by any other body. As a result this is the only place where the public can view an original puffer boiler, and link it with relevant machinery and the Museum's own puffer *Spartan*.

Once the restoration work is complete its condition will be maintained by the Museum's curatorial team, with possible delegation to trained volunteers. All future work will be carried out on the instruction of a professional conservator. The boiler's condition will be monitored on a monthly basis to check for signs of deterioration or damage, and a conservator's expertise sought where necessary as part of the Museum's ongoing aim to improve the condition of the collection.

The display area is potentially subject to future redevelopment as part of phase two of the project. This will involve marking out *Spartan's* 66ft x 18 ft footprint within the Linthouse. This will be furthered by the construction of frames to partially illustrate *Spartan's* hull shape, and contain the exhibition and boiler within this skeleton structure.

Had the Museum not acquired the boiler then it would have been taken out of the heritage sector. We are delighted that we have been given the chance to carry out conservation work to ensure that it does not deteriorate, and are pleased that we have been able to preserve it for the future.



Thanks to an AIA grant, the original boiler from the puffer VIC 32 has been restored and is on display in the Scottish Maritime Museum
Photo: Scottish Maritime Museum

Hawley Tool Collection: from Home to Kelham

For over fifty years, Ken Hawley, a well known owner of a tool shop in Sheffield, has been collecting tools, cutlery, catalogues and memorabilia connected with the Sheffield tool and cutlery industries. Now at last they have found a permanent home in the city. The author is Chairman of the Ken Hawley Collection Trust.

Keith Crawshaw

Items from Ken Hawley's unique collection had been displayed at the Ruskin Gallery, Sheffield and the Sheffield museums, and it was long felt that a permanent home should be found. The Ken Hawley Collection Trust became a legal entity in August 1995 with an initial aim of raising the funds to acquire the collection and thus ensure that this unique part of Sheffield's heritage was able to stay in the city. The Trust's initial work soon led to a major award from the Heritage Lottery Fund (HLF) in December 1998 when the acquisition was made possible through that award plus other donations. The Trust had already agreed with Ken Hawley that the Collection should be moved from his home, where in the main the Collection was stored, to larger and more secure premises where the Collection could be sorted and a start made on a more comprehensive cataloguing and recording of the Collection's contents.

The Collection quickly found a new home through the generosity of the University of Sheffield in providing a new home for the Collection in Mappin Street, Sheffield. Support from the University also provided some initial research resource in the guise of Dr Joan Unwin who worked with Ken and other volunteers in

making a start on realising the Collection's research potential.

The key achievements made during the period the Collection has been at Mappin Street have been as follows:

Substantial re-boxing and improved storage to protect the Collection and improve access to the Collection

The Collection has been listed at accession level with a view to creating full catalogue records in the medium term

Development of research activity based on the resources of the Collection to disseminate knowledge and understanding

Local craftsmen in trades which were about to disappear were interviewed and films made of the processes in the Sheffield edge-tool and cutlery industries

The development of a small core of volunteers to support the Collection in the absence of significant on-going revenue income

A number of small scale publications and article contributions to journals

Provision of consultancy support for artefacts found during archaeological survey work particularly within Sheffield

Contributions via talks and open days to National Science Week and the 'Galvanise' Festival

The successful conclusion of an HLF 'Our Heritage' project which used a variety of recording techniques and oral history approaches to enable knowledge transfer of valuable but as yet unrecorded information on the history and background to key objects and elements of the Collection

In the absence of public access to the Mappin Street building a range of exhibitions in other locations have provided opportunities both large and small for the wider public to become aware of the Collection's existence. These have ranged from a major exhibition in the Millennium Galleries in 2003 titled 'A Cut Above the Rest' which was a major exhibition to celebrate the heritage of Sheffield blade manufacture to smaller travelling exhibitions in locations such as library which brought attention to the oral history project in 2008

The achievement of Registered Museum status in 2002

Although clearly successful in a key number of ways, public access to the Collection remained limited until the evolution of the partnership with the Sheffield Industrial Museums Trust (SIMT) which sought to re-site the Collection to Kelham Island Museum, providing both a public dimension supported by improved storage and research facilities. The building used at Kelham

was the last derelict building on the site but with sympathetic restoration it provided the opportunity for a unique home for the Collection.

The ambitions of the partnership were realised with the award of a major lottery grant from HLF in 2008. The HLF award of £595,000 to the SIMT was made to enable the development of the new gallery to house the Collection. This was further supported by £50,000 each from the University of Sheffield and the SIMT to provide the matching funds element of the bid. The construction work was completed on time by August 2009 and was within budget. Work on the fit-out and displays commenced in November 2009 and the new facility opened in March 2010 completing not only the transition to public display for the Collection but also the final phase of the Kelham Museum post flood recovery plan. The new gallery was officially opened on 16 March by Sir Neil Cossons and Ken Hawley.

Although the move to Kelham enables the operation of the Hawley Gallery within the envelope of services provided by the SIMT, it is intended that the Hawley Collection will retain a separate identity and separate Accreditation will be sought. The relationship and service provision by the SIMT will be conditioned by the Collections Agreement that is in place between the two parties. Ownership of the Collection is retained by the Trust as will be the responsibility of developing research and other activities. The two trusts will also retain separate and distinct Acquisition & Disposals Policies, but with a clear complementary relationship. The SIMT will resource and provide public, curatorial and building support in return for making access to the Hawley Collection part of the Kelham experience.

Accountability to the Hawley Trust will be through the provision of regular reports on the SIMT stewardship to the Hawley Council of Management. The relationship requires nothing other than a peppercorn consideration from the SIMT for using the SIMT services and the SIMT require no financial contribution from the Hawley Trust. What the arrangement has achieved is the bringing to Kelham the major collection of a key element in Sheffield's heritage which enhances the recent renaissance of the museum after the disastrous flood of 2007. For the Collector, Ken Hawley, he has seen his ambition of making the Collection available to the wider public in a journey which started over 15 years ago from his home in Hillsborough to Kelham Museum. Along the way we even managed to incorporate in the works an important works entrance (the Kangaroo Works arch) from the Robert Sorby works, an important tool manufacturer.



Sir Neil Cossons with Ken Hawley (right) opening the new Hawley Gallery at Kelham on 16 March 2010

INDUSTRY IN SILESIA

As reported in *IA News 152*, page 13, last year's TICCIH Congress at Frieberg, Germany, was followed by tours of Saxony and Silesia. Much of the latter lies in Poland, while Moravian Silesia is in the Czech Republic. These views give a flavour of the industrial delights of the area.



Suspension bridge of 1827 at Mala Pane ironworks, Ozimek, Poland

Photo: Mark Watson



Michal Colliery and locomotive, Ostrava, Czech Republic

Photo: Mark Watson



Roving frame by James Mackie of Belfast in the Orzel flax mill, Lower Silesia, Poland

Photo: Mark Watson



Blast Furnace No. 1, Vitkovice, Ostrava, Czech Republic

Photo: Mark Watson

AIA/CBA Industrial Heritage Day Schools

North East Region, 24 November 2009

The North East regional day school was held in the very appropriate setting of Neville Hall in Newcastle-upon-Tyne, which houses the Nicholas Wood Memorial Library, formed by the North of England Mining Institute in 1852 and reputed to be the largest mining library in the world. The adjoining lecture theatre dates from 1902 and was modelled on that of the Royal Institution in London. It was a magnificent setting for the day school, which was kindly organised by Ian Ayris, the Historic Environment Manager for Newcastle-on-Tyne and the industrial archaeologist for the Tyne and Wear Specialist Conservation Team. Following an update from Lynne Walker of the CBA on heritage protection, Ian himself introduced the topic of the coal industry in the north-east, stressing its importance to the area as well as its physical legacy. He emphasised the complexity of coal mine sites and pointed out that the nature of the coal industry as largely a lowland activity had resulted in the wholesale clearance of many sites, unlike those, for example, of the upland lead industry of the Pennines. The historic structures which did survive tended to be those ancillary to the core industry, such as workshops and pithead baths. David Cranstone then gave a fascinating paper on the

archaeology of coastal salting, which was an essential part of the local and national economies as salt was essential for preserving fish, butter, and meat. The panhouse process, starting in the fifteenth century, used coal as a fuel to boil seawater in large iron pans. Earthwork and below-ground remains, and more rarely upstanding ruins or re-used buildings, are common round the British coast, but are often misinterpreted, or completely unrecognised and unrecorded. Jennifer Morrison, the Archaeology Officer of the Tyne and Wear Specialist Conservation Team, rounded off the morning with an illustrated talk on the historic buildings of Newcastle, particularly those associated with engineering.

After lunch and a short visit to the Nicholas Wood Library, Ian Ayris led a guided walk from the Institute around the Stephenson Quarter on the north bank of the Tyne, which is rich in heritage associated with the railway companies and the engineers Stephenson and Hawthorn. It contains a number of listed buildings including 20 South Street, a grade II listed structure that contains the former drawing offices of Robert Stephenson. The tour was very relevant to the purpose of the AIA/CBA day schools, since the area has been acquired by a developer who is working closely with the City Council to produce a master plan leading to the mixed use redevelopment and regeneration of the area that focuses on the retention and refurbishment of all its listed buildings. We are very

grateful to Ian Ayris and his team for their help with this day school and for the opportunity to meet in such magnificent surroundings.

Marilyn Palmer

South West Region, 24 February 2010

An appropriate location in Exeter for a day school with industrial archaeology as its theme was the XCentre, a modern conversion of a cloth dryhouse dating from about 1700. The programme comprised presentations in the morning and tours around the immediate vicinity after lunch. Located on Exeter's quayside, the site is an industrial archaeologist's paradise. Over many centuries the quayside area has been a base for closely integrated industrial and commercial activities with manufacturing, processing, warehousing and distribution and finally shipping all in one relatively small area.

The morning session was chaired by Dr Mike Nevell and the first presentation was by Lynne Walker, CBA, who described recent developments in planning legislation. Contributions from the floor from representatives of local government made us aware of current problems and policies facing practitioners in the field of preservation and restoration of industrial buildings. Illustrated presentations were given by Prof Marilyn Palmer and Peter Stanier, both AIA, and Martin Watts, mill consultant and millwright. Marilyn gave us the benefit of her research into the organisation and structure

of the woollen industry in the southern regions and Peter demonstrated the problems of conserving and creating new uses for buildings in the mining and extractive industries. Martin showed the wide range and versatility of water wheel technology, using many local examples from Devon. All three speakers provided superb papers in support of their presentations.

Organised for the afternoon were two tours, the first around the historic buildings in the quayside area led by Peter Stanier. Many buildings still survive, but only just after extensive renovation, modernising and re-structuring. The quayside has now become a popular tourist venue with antique shops, coffee shops, restaurants and pubs and extensive moorings for boats sailing the Exeter Ship Canal. Martin Watts led the second half of the tour which involved close scrutiny of the nearby Cricklepit Mill, a water mill that has undergone a chequered history and which has been carefully restored with some significant water wheel technology still in place. It is now the headquarters of the Devon Wildlife Trust.

Roy Murphy

Future regional day schools

The next regional day school will be for the South East of England on Monday 5 July. Speakers include Glenys Crocker on gunpowder sites, Alan Crocker on paper mill sites and Chris Matcham (Surrey Wildlife Trust and CGMG) and Paul Sowen (SIHG) on the important topic of



Ian Ayris, Marilyn Palmer and Mike Nevell in the impressive lecture theatre of the North of England Mining Institute during the North West region day school



Martin Watts (centre) discussing the restoration of Cricklepit Mill, Exeter, with a group from the South West region day school
Photo: Roy Murphy

collaboration between industrial archaeology and wildlife interests. An afternoon visit will be made to the Chilworth gunpowder and paper mills sites. Details of the venue and timing are on the AIA website. The final day school for 2010 will be held in the East Midlands in the autumn, and will include the buildings of the hosiery and lace industries.

The Top Ten in *Industrial Archaeology Review*

It is now over a year since Maney digitised *Industrial Archaeology Review* and made all back issues available to all members of AIA through their newly re-launched website. They would now like to extend key journal information on the home page of each journal they produce, including a list of key articles. Each title will have a live link through to the online content and visitors could be given free access to a selection of articles at a time, which will change throughout the year. The choice of articles should show the focus or range of the Journal and include 'hot' research topics, eminent contributors, valuable review articles, etc.

Maney have been counting hits on their website which is one way of seeing which articles have been most popular, but this may reflect the usage of the digitised journal through their MORE subscription which is taken out by many institutions, and may therefore be the articles most used by students and those in higher education.

Maney have therefore asked past and present Editors of the journal for their views on the top ten, but since each of us would probably have a different list, we thought we would also ask the membership for their top ten articles and I offered to collate the responses! I hope that some of you may enjoy taking part in this exercise.

So, please could you send me your list of what you think are the top ten articles in *Industrial Archaeology Review* since it was launched in 1976, perhaps after the next issue appears but preferably before the end of the summer. Many of you may not have complete back-runs of the journal so now is your opportunity to make use of your subscription by accessing all the

back numbers on line! You may also want to consult the Abstracts and Index for volumes 19-31 plus Peter Neaverson's subject index for all volumes from 1976 to 2005 which are on the AIA website, thanks to the AIA webmaster, Michael Messenger. Don't forget, too, that some hard copy back issues are available from Ironbridge if you want to make up a hard copy set.

Please send your list as an email attachment if possible to: marilyn.palmer@tiscali.co.uk, or by post to me at 63 Sycamore Drive, Groby, Leicester LE6 0EW.

Marilyn Palmer, Joint Editor, Industrial Archaeology Review, 1994-2001

President's Awards

Following the Lincoln Conference in 2009 your President, Chairman and Vice-Chairman travelled to Spalding on a damp January day to make the awards. The venue for the awards was of historical interest in itself. The Broad Street Museum of the Spalding Gentlemen's Society, which was founded in 1710, is one of the oldest societies in the country and runs the second oldest museum in the country, being narrowly beaten by the Ashmolean in Oxford. As their tercentenary approaches they have made a radical change in their constitution to allow women to be admitted.

The AIA Initiative Award, for those showing the most merit in interpreting industrial archaeology, and deserving encouragement to pursue their work, was awarded to the Lincolnshire Film Archive (LFA)

based in Spalding. The LFA has been collecting and preserving historic film of Lincolnshire for over 20 years, including film of industries as well as other aspects of the life of the county. The Award was received by Peter Ryde who is the driving spirit behind the LFA.

The President's Award for the best site visited during the Conference was awarded to Dogdyke Pumping Station Preservation Trust. It was received by Les Mitchell on behalf of the Trust. This dedicated team of volunteers look after a land drainage pumping station on the bank of the River Witham. It is still powered by a steam engine that was installed in 1855. The site also has a fine range of cakes and snacks on open days.

Mark Sissons

Cornwall Conference 'Posters'

Please note that unfortunately the email address given on my letter dated January is incorrect, the correct address is given below. As I said in that letter accompanying the conference details and application forms it is intended to build on the Poster idea initiated at the Lincoln conference. Council considers this is an ideal forum in which members can make known and share in their personal research interests and seek specific advice, information and guidance, from other members.

It is not necessary for Posters to be in the form of a 'finalised presentation', indeed the whole aim is to be able to discuss projects at an

early stage. Some space will be found for any Poster presentation although I would be assisted to know in advance from members intending to post their requests. Either write to me at 29 Altwood Road, Maidenhead, SL6 4PB, or email at johnmcguinness203@btinternet.com.

John McGuinness

Trying to book your Conference visits

By now, most if not all of you may have realised that the cost details on the rear of the booking form for this year's AIA conference at Penryn does not match up with the front of the form and the green visits detail sheet. I can only apologise for the confusion this will have caused. Basically, the visit details and the front of the form are correct, with visit A on the Friday being the real visit A! Visit A is free, with visit B costing £6, C is £12, and M is £20. A corrected version of the booking form is available at the Association's website at www.industrial-archaeology.org or if you wish to contact me personally my email is thunderer@live.co.uk.

Stephen Miles

New members

The AIA welcomes the following new members:

- Stuart Hood and Gaetana Tripetti, Weston, Cheshire
- David Staniforth, Wilton, Salisbury
- Dr Douglas Harper, Monymusk, Inverurie
- Sue Silverthorne, Woodmancote, Cheltenham
- Ian Tompson, Ashtead
- Steven Leonard, Wakefield
- Malcolm Dawes, Brighton
- Mark Hinchcliffe, Brentwood
- David Ryan, Shepton Mallet
- Malcolm and Linda Cooper, Denton, Canterbury



Les Mitchell (left) from Dogdyke Pumping Station and Peter Ryde (right) from Lincolnshire Film Archive with their awards, flanked by our President and Chairman

Photo: Mark Sissons

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IN IA NEWS**

All change at Manchester

At the end of July 2009 the University of Manchester Archaeology Unit was closed, its 13 staff taking either voluntary severance or redeployment within the University. Over its 15-year life UMAU produced nearly 990 technical reports, specialising in buildings archaeology and industrial archaeology. The legacy of the Unit includes a long list of local and regional archaeology publications as well as its theoretical approach to Industrial Archaeology research popularly known as the 'Manchester Methodology'. The Unit's archive has been deposited with the Greater Manchester Archaeology Unit and the only outstanding work is the publication of research on the Mellor Hillfort project and on the Roman salt making site at Nantwich; monographs on both are due out later this year. The Unit archive, though, contains the survey records of over 300 vernacular and industrial buildings (particularly textile mills, weavers' cottages and timber-framed buildings) and more than 150 excavations, many covering important industrial sites such as mill power systems, textile finishing works and ironworks.

The former director of UMAU, Dr Mike Nevell, moved to Salford University at the end of September 2009, as head of archaeology, with a remit to establish a new 'Centre for Applied Archaeology' (CfAA). The new Centre has three strands: the teaching at undergraduate and post-graduate level of archaeology, in particular industrial archaeology; the promotion of community archaeology projects; and the undertaking of consultancy work to inform the industrial archaeology and community work and to promote best practice within the profession. The study of the archaeology of industrialisation is thus a central strand to the work of the Centre, which has already been involved in community projects around the Manchester region in Bramahall, Denton, Holcombe and Royton. Future work will include the start in the summer of a major three-year research project on the impact of the industrial revolution on the landscape of the Etherow Valley around the textile village of Broadbottom. The Centre has also taken over the running of

the Tameside Archaeology Survey, which is celebrating 20 years of work in 2010 with a series of exhibitions, talks and publications.

Tom Rolt centenary

The centenary of Tom Rolt's birth was marked on 11 February 2010 by a special celebration at the Talyllyn Railway. The event was attended by a large gathering of figures from the preservation world, including representatives from the AIA. It was opened by the Talyllyn Preservation Society's President, Richard Hope OBE, and Tom's widow Sonia was the guest of honour who opened an exhibition about his life which is being displayed all this year in the museum at Wharf Station, Tywyn. Guests travelled on a commemorative train, with headboard The Rolt Centenarian, drawn by 'No 4 Edward Thomas', a steam locomotive built by Kerr Stuart of Stoke-on-Trent, where Tom was an apprentice in 1926. Tom was a prolific writer (as LTC Rolt), well known for his interests in canals, railways and industrial machinery. As a pioneer of the railway preservation movement he was actively involved in creating the world's first preserved railway at Talyllyn. Other centenary celebrations this year include another event at Talyllyn and a



Sonia Rolt at the Talyllyn Railway's Tywyn Station on the 100th anniversary of Tom Rolt's birth
Photo: Neil Cossons

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

number of events on the waterway system around the country.

Northfleet chimneys demolished

The two tall concrete chimneys at Northfleet Kent were demolished on Saturday 27 March 2010. Built in the late 1960s they were part of the Lafarge cement works, formerly Blue Circle, which opened in 1970. There were three chimneys. A smaller 350ft chimney which was built for the Bevans works on the west side of the site in 1958 was demolished on Sunday 31 January this year. It was pre-weakened before being demolished by explosives. The removal of the chimneys marks the end of almost 200 years of cement manufacture. Chalk reserves at the Eastern Quarry have been exhausted. The tallest chimney was 550 ft high and the tall pair, of similar height, were a considerable landmark on Thameside. Lafarge is a French company which bought Blue Circle in 2001. Combined, this is the largest cement manufacturer in the world. At Northfleet production of clinker was stopped in April 2008 and a three-year programme of demolition began. Housing is to be built on the site.

Robert Carr

Deptford Dockyard discoveries

Readers may be concerned and interested in the John Rennie, Sir Samuel Bentham and George Ledwell-Taylor works recently discovered as extant at the former Royal Naval Dockyard at Deptford (Convoy's Wharf). An archaeological dig currently underway has discovered these works just immediately below the modern concrete and tarmac surfaces, filled in intact in the late nineteenth and early twentieth centuries. Docks, slips, basins, mast ponds within a 40-acre site on the Thames at Deptford, that was Henry VIII's royal dockyard from 1513. This is perhaps the greatest concentration of industrial civil engineering structures that have evolved over a period of 400 years to survive on a single site within London. Documentary evidence is substantiated by recent archaeological findings. Vast dock and basin inverted arches and gateways are being discovered that correspond to plan drawings and specifications in the ICE archives, National Archives and Caird Library of the National Maritime Museum.

Expressions of interest, concern for the protection for these heritage assets should be addressed to Julian Heath, the contact at English Heritage. Some recent damage has occurred by insensitive JCB excavation during the archaeological dig. Archaeologist David Divers has stated: 'the evaluation has established that the major features of the dockyard have survived in their predicted locations with little evidence for widespread truncation by later activities on the site.'

Chris Mazeika

Duchess of Hamilton

A Stanier pacific locomotive 6229 Duchess of Hamilton built at Crewe in 1938 has been re-streamlined. Much of the work was done at Tyseley loco works near Birmingham, starting in September 2005. The work was partially funded by a successful appeal in the periodical Steam Railway. On completion the engine was towed to York in May 2009, where it is on display until the end of the year at the National Railway Museum as part of an exhibition: Styling an Era. Only ten out of a class of 38 Princess

Coronation Class locomotives were built in streamlined form and the streamlined cases were removed in 1946-7. This saved almost three tons in weight. For speeds below 90 mph there is little advantage in streamlining and access to the locomotive for maintenance is more difficult. We may see Duchess of Hamilton pulling special trains in due course. It is in a crimson lake livery with gold stripes, currently displayed alongside a 1934 Chrysler Airflow motor car.

Robert Carr

Teesside bridge listed

Victoria Bridge in Stockton-on-Tees has been listed Grade II in recognition of its being and increasingly rare example of a nineteenth century wrought-iron arched bridge. It is said to compare favourably with similar listed bridges, such as Battersea Bridge in London. It was opened to commemorate Queen Victoria's Golden Jubilee in 1887. Whitaker Brothers of Leeds built it, using wrought iron, cast iron, Bramley Fall stone and granite. Trams used the bridge until 1931. Other notable crossings of the Tees include Middlesbrough's Newport Bridge and the Transporter Bridge.

Comet replica to be rebuilt

The 1962 replica of Henry Bell's 1812 steam boat *Comet* which has been on display at Port Glasgow in front of the Town Hall is now in a sorry state. Happily the replica is to be refurbished at Ferguson Shipbuilders' Newark Shipyard, near the site of the yard where the original *Comet* was built almost 200 years ago. This project comes about through a partnership between Ferguson Shipbuilders, Inverclyde Council and an organisation called The Trust. The rebuilding will be carried out as an employment and training project and a film is to be made of the work. The original *Comet* was the first commercial steamship in Europe. She was altered and rebuilt at Helensburgh in 1819 by James Niccol but was wrecked at Craignish Point in the Dorus Mhor near Crinan in 1820. The original engine was salvaged and is now at the Science Museum, London. The 1962 replica of Henry Bell's pioneer steamship, built by apprentices from Lithgow's Ltd, Port

Glasgow, sailed under steam in the 1960s and it is hoped that when refurbished she will steam once more. In 2012 there are to be celebrations to mark the bicentenary.

Robert Carr

The end of the Ryde

The remains of the Isle of Wight ferry PS *Ryde* are very likely to be broken up. The hull of the paddle steamer is in a dreadfully decayed state. There were some hopes that a rebuilding like that of the *Medway Queen* might be possible but two very expensive hull construction projects at the same time are hardly feasible. *Ryde* was built on the Clyde in 1937 by William Denny & Brothers, Dumbarton, yard number 1306. The engines, said to be in a less ruinous condition than the hull, are also by Denny's. These might be saved. The paddle steamer *Ryde* has been laid up and deteriorating sadly for the last 40 years at Binfield Marina, near Newport, IOW.

Robert Carr

PS Medway Queen

News from Bristol is that the new hull is progressing well (see *IA News 152* pages 7-8) and construction is advancing towards the stern. Work on the engines continues alongside that on the hull and the cylinder block is being levelled and bolted on the workshop floor for machining to take place.

For latest news see <http://medwayqueen.co.uk/shipyardblog/?cat=3>

The webcam site no longer includes sound but there is a set of

recent images so that progress over the previous three days can be observed.

Robert Carr

Redcar steel plant closes

A six-month decommissioning programme has begun at the Corus steel plant at Redcar on Teesside. February 2010 saw the ending of over 150 years of steelmaking on Teesside when the works' blast furnace was shut down. The closure is unpopular with the unions as it is expected to result in the loss of at least 1,600 jobs at Corus and up to 8,000 jobs in the wider community. The plant is being mothballed but if a buyer is found they may have to spend up to £50m to restart it.

Brunel chose off-white

The original off-white paint colour of Brunel's Royal Albert Bridge across the Tamar has been revealed after careful analysis by paint expert Patrick Baty. The task was made more difficult by the fact that bridge has been repainted at least 20 times since it was built in 1859. The ironwork was first painted twice in a pale stone colour before it was put together. Then the bridge was painted in red-brown, followed by an off-white anti-corrosive paint containing ground glass, and a final off-white or stone colour. After a multi-million pound refurbishment, Network Rail will be repainting the 20,000 square metre surfaces of the bridge in goose grey.



The paddle steamer Ryde residing in a dilapidated state beside the Medina River, Isle of Wight in 2002
Photo: Peter Stanier

The commercial port of Grimsby

I was amazed to read in the Lincoln AGM Conference report (*IA News 151*, page 4) that 'Grimsby never became a commercial port,' for I have in my possession a 2002 book by former Associated British Ports colleagues entitled *Great Grimsby – A History of the Commercial Port!* As far back as 1911, 400,000 tons of timber passed through Alexandra Dock in a single year (*IA News* says 'timber is now handled at Grimsby'). While today's port can provide over 125 acres of open car storage and

caters for the many large car carrying vessels that regularly visit the two purpose built Ro-Ro berths at the western end of Alexandra Dock. Certainly this makes for Grimsby remaining a commercial port in my opinion, as it has been for 150 years.

Tim Mickleburgh, Grimsby

Bletchley Park moves about

In *IA News 147*, p 9, picture top right, I learn that Bletchley Park is in Hertfordshire, then in *IA News 149*, p 16, col.3, line 7, I learn that

Bletchley is in Oxfordshire. I sent a private e-mail to Henry Gunston to chaff him gently, but I hardly dare do the same to someone so eminent as Marilyn Palmer. Bletchley has at various times also been credited to Bedfordshire and Northamptonshire! Against the geographical probabilities it used to be, from the times of Edward the Elder, in Buckinghamshire. It is now in the independent unitary authority of Milton Keynes, a far more satisfactory arrangement.

Peter Jarvis

Henry Gunston replies: 'Dear Disgusted of Bletchley, I grovel in apology for having mistakenly transferred Bletchley from Bucks to Oxon in the Home Counties news report in *IA News*. Mental failure during proof reading! [I didn't notice it either, Ed.] It is good to know that these regional news summaries get read. However extracting news contributions from readers who live within the Home Counties area makes extracting blood from a stone seem quite easy!'

REGIONAL NEWS

Scotland

There has been a lot happening in Scotland in 2009. The Scottish Transport and Industrial Collections Knowledge network (STICK) second annual conference took place at the Scottish Mining Museum, Midlothian on 17 October 2009 with Henry McLeish (former First Minister) conducting the formal opening. STICK received the Effective Collections Special Grant awarded in 2009 (www.museumsassociation.org/effective) to carry out an innovative project to review domestic technology collections and identify duplicates that can be refurbished and sent to charitable bodies in Africa in partnership with Tools for Self Reliance (www.tfsr.org).

The 'Capturing the Energy' project, which was established in 2006 to promote wider recognition of the technical and cultural importance of the offshore oil and gas industry to the UK, is continuing to make progress. An executive project summary was produced in 2009 for circulation within the oil industry to raise awareness on oil industry archives of supply companies, trade associations, operations, government bodies and trade unions. The report has highlighted that this is a 30-40 year project and that electronic records need to be highlighted now for their potential historical value. The project has been proactive and the methodology developed can be applied to other modern industries and to other aspects such as corporate memory.

The Dictionary of Scottish Architects (DSA, managed by

Historic Scotland) is continuing to develop. Recent work has substantially added to information on industrial architects and, for example, there is now much more data on pithead and community buildings built by the Miners' Welfare Fund. Historic Scotland's listing team has been examining hydro electric power, and the Scheduling team has focussed on Renfrewshire, for example the Greenock Cut (Robert Thom, completed 1827).

The Forth Bridge is the only remaining Scottish cultural site on the UK Tentative List (1998) for nomination as a world heritage site but will not necessarily feature in a new tentative list. Any proposals for the tentative list must now be made by communities, deadline 10 June, see www.dcms.gov.uk/reference_library/consultations/6740.aspx.

As for site news, the Belhaven Brewery bottling capacity at Dunbar, East Lothian, is being relocated to Bury St Edmunds. Contract bottling has taken place at the site since the late 1960s, the current bottling plant dating from 2002. The Brewery itself has a lintel bearing the date 1719 and continues to prosper. Methil Power Station, Fife (1965, closed 2000), a former slurry-fired plant (60MW) is scheduled for demolition. It was the 'sister' station to Barony Power Station in Ayrshire (1957, closed).

Dundee City Council intends to follow the award-winning refurbishment of the 1877 cast-iron arched bridge in Balgay Park with conservation of the more delicate Linlathen Bridge, which appears to date from 1795-1810, of wrought-

iron and cast-iron hoops of diminishing size in the spandrels. Tay Spinners Ltd., 60 Arbroath Rd, Dundee (1949, Category B listed) has been converted to flats as has the Clock Tower Warehouse at Victoria Dock, and the City Council headquarters is relocating into Halley's Hackleworks, North Lindsay Street, Dundee (Category B listed, 1909/1914). Similarly, the Johnnie Walker Warehouse in Kilmarnock, Ayrshire, is being adapted to office use by East Ayrshire Council, the biggest property transaction to take place in Scotland in the first half of 2009.

In Glasgow, the Diageo Port Dundas Distillery and Dundashill cooperage are to close. Distilleries on these sites were served by the Forth and Clyde Canal, Port Dundas extension (1790) since the early nineteenth century. The Forth and Clyde Canal properties at Craigmarnoch Stables, east of Kilsyth (late eighteenth century) and Rockvilla, Applecross Street, Glasgow, are currently being assessed for re-use by British Waterways. Rockvilla was once the home of Hugh Baird, engineer of the Edinburgh and Glasgow Union Canal (1818-1822). Also in Glasgow, Falfield cotton mill (1818 with later additions) has been demolished, collateral damage of the M74 extension that cuts through the Southside of Glasgow. However, the mill, the Govan Iron Works, Caledonian Pottery and Scotland Street Engine Works have been subject to archaeological excavation. Nearby Eglinton Engine Works, where A & W Smith made sugar machinery, has been

adaptively re-used. Govan Workspace is investing in the repair of the Fairfield Shipyard Offices (1890). The former Glasgow Corporation Tramworks, Albert Drive, Glasgow, once the home of the Museum of Transport, has been converted for the Scottish Ballet. The second Transport Museum in the pioneering Kelvin Hall will soon be vacated in favour of a purpose-built museum now taking shape on the site of the Anchor Line warehouses by the River Clyde.

The Avon Bridge Tollhouse, Carlisle Road, Hamilton (Thomas Telford, 1820) is awaiting conversion to housing. In Renfrewshire, Reid's Gears of Paisley was a family firm which has closed after over a century. The machinery was sold by auction and the factory demolished. On a happier note, the records have been moved to Renfrewshire Archives. A fire has damaged the roof of a later part of Johnstone Mill, Renfrewshire (1787 Arkwright style mill using Scottish building techniques, with later additions, Category A listed). This is the oldest surviving textile mill in Scotland and options for its re-use are now being examined by the Prince's Regeneration Trust. In the Borders, Tower Mill (wool, 1852) in Hawick has completed an award winning conversion to a cinema and business centre, with a large waterwheel, as part of the Heart of Hawick arts and heritage initiative. Ettrick Mill in Selkirk (1835/1850/1872), the largest of the Borders wool mills, is now almost fully occupied by various businesses. In Perth and Kinross, Balado Old Bridge (1777, Category B listed) on

the Kinross to Crook of Devon Road has been repaired and Stanley Mills, Perth and Kinross continue to collect awards, such as from Europa Nostra.

Further north, the Bona Lighthouse (inland beacon, c1820) at the north end of Loch Ness on the Caledonian Canal, Invernesshire and the Telford House at Gairloch are being considered for possible re-use as holiday lets. Inverurie Papermill, Aberdeenshire, has been mothballed. In Aberdeenshire, Laurencekirk Station, Laurencekirk (1849, closed 1967) has been refurbished and reopened on the East Coast Main Line. The Nuclear Decommissioning Authority, in conjunction with Dounreay Site Restoration Ltd, has drafted an innovative heritage strategy for the former fast reactor research and development site in Caithness. Consultation has begun on the establishing a 'cultural legacy' for the site and a new Museum has opened in Thurso Town Hall.

The Science & Technology Department of the National Museum of Scotland has recently acquired a model of Billa Croo, the wave testing site run by EMEC (European Marine Testing Centre) in Orkney and the Sir James Black collection, part of which can be seen on display at the Tower Entrance in the Museum of Scotland, Chambers Street, Edinburgh. The Bell Rock Lighthouse (Rennie and Stevenson, 1806-11, near Arbroath, Angus) bi-centenary plans are now underway for an exhibition involving most of Scotland's national collections in 2012.

In Dundee, the RRS *Discovery* Restoration and Conservation Project 2007-2009 has been completed. The two-year project

cost £688,000 of which the Heritage Lottery Fund funded £528,000. The balance came from various charitable trusts, fundraising events plus a contribution from Dundee City Council. Dundee Heritage Trust is still facing the serious issue of lack of funds to stabilise the derelict part of the High Mill at Verdant Works. The Trust is examining alternative uses for this building.

The clipper *Carrick*, or *City of Adelaide*, (1864, world's oldest surviving composite constructed clipper ship) currently on a slip at the Scottish Maritime Museum, Irvine, Ayrshire is possibly waiting recorded destruction, but has attracted attention from Sunderland, where she was built, and Australia, whence she carried immigrants.

After 13 years at the Scottish Mining Museum at Newtongrange, Midlothian, Director Fergus Waters is moving to the Highlands. His repeated and near miraculous sourcing of funds to keep the mining museum moving forward includes the recent award of a £1.3 million capital grant to support urgent repairs. Congratulations to Jim Arnold on his retirement as Director and Village Manager at New Lanark Trust. His drive and vision over more than 30 years saw an incredible 'revivification' of a once extremely derelict and apparently doomed community. New Lanark became a World Heritage site in 2001.

To conclude, it is with sadness that we learned of the sudden death of John Burnie. John joined the Scottish Railway Preservation Society in 1964, not long after its foundation. A chartered engineer, he retired in 2002 as shift manager at

Longannet power station in Fife. John was instrumental in the Society's move from Grahamston to Bo'ness, near Falkirk and had ambitions to operate vehicles on a main-line connection and gain recognition for the nationally important collection of objects, vehicles and archives in the Society's care. Once retired, he gained a museum management diploma from St Andrews University, achieved Recognition for the collection as a holding of national importance and successfully applied for accreditation, the benchmark in museum standards. His death at only 63 is a terrible blow to his wife Ann and his children, Jenny and Andrew, and all who knew and worked with him in the industrial heritage sector.

Miriam McDonald
Secretary, Scottish Industrial
Archaeology Panel

Home Counties

The Forge at Much Hadham (Herts), together with adjacent cottages, is in the safe hands of the Hertfordshire Building Preservation Trust, and the Forge Museum was re-opened during 2009 after extensive refurbishment. The resident blacksmith, Richard Maynard, gives regular demonstrations of his craft. A less fortunate building is a former concrete grain silo, built around the time of the Second World War, which is visible to the east of the A34 road just north of Oxford. Although the silo has long been out of use, it appears that remains of conveyors and weighing equipment still survive inside the building. The silo

is likely to be demolished if plans go ahead with the improved Oxford to Bicester railway link. The Berkshire IA Group advises that the giant Berkshire Brewery, clearly visible from the M4 south of Reading, is due to close in April 2010. Although a modern plant, there are links back through the long history of brewing around Reading to the original Simonds brewery, which started production in 1785. A plaque commemorating the original brewery site in Bridge Street was unveiled in 2009.

On watery matters, *Eva*, the Henley Royal Regatta's first steam powered launch, has recently been included in the National Register of Historic Vessels. Now displayed within the River and Rowing Museum at Henley (Oxon), *Eva* was built in 1874 at Thorneycroft's yard in Chiswick as no. 34, possibly designed by John Thorneycroft himself. Of iron construction with a non-condensing single cylinder engine, she was one of the fastest launches of her day, with a top speed of 17 miles per hour. After a long life with other owners, *Eva* came under the care of the Museum in 1996. Along the Thames, the Environment Agency has recently upgraded locks at Clifton and Grafton (Oxon), Marlow (Bucks) and Cookham (Berks). The Kennet & Avon Canal (partly in Berks) celebrates the bicentenary of its opening as a through route from Reading to Bath in 1810, and a range of celebratory events are planned. Work on the restoration of Bone Mill Sluice, at Newbury (Berks), has received the British Waterways Excellence Award for the South West Region.



John Burnie, second from right, at the Scottish Transport and Industry Collections Knowledge Network Conference at Summerlee Heritage, Coatbridge in 2008



Surviving 1908 lime burning flare kiln at the Chinnor Cement Works site

Photo: George Crutcher

The 2010 exhibition covering the Lockinge Estate, near Wantage (Oxon), was titled 'Building the Lockinge Estate: The Works Yard - Past, Present & Future; People and Places'. A collection of photographs, memories and maps, brought together by the Wardingley family, revealed the range of work which the Works Yard team has undertaken over the years since the 1880s. In the early days, houses in nine or ten villages had to be 'renewed', as well as work on schools, parish rooms, rectory houses and churches. Gas and electric power plants and water supply pumps, reservoirs and pipelines had also to be maintained. Although the area of the estate has shrunk in recent years, the Works Yard team has been busy building a safe shelter for the estate's horse-drawn fire engine to go on public display, replacing old houses with new ones and converting farm buildings for office and commercial use. On the theme of new uses for industrial buildings, at Wolverton Park (Milton Keynes), the former LNWR Royal Train Shed has been converted to provide a complete street of new houses, with original features such as the overhead gantry crane being retained. This project gained the 'Modern Railways' Restoration Award on the theme 'Places for People'; one of the 2009 National Railway Heritage Awards.

Continuing with railways, the first train arrived into Cuffley & Goffs Oak Station (Herts) on 4 April 1910, with the completion of the Great Northern Railway's suburban branch line from Wood Green (now Alexandra Palace) on the main line out of Kings Cross. In later years, the line was extended to Hertford, and then northwards to rejoin the GNR main line between Knebworth and Stevenage. The Cuffley Industrial Heritage Society has been involved in a number of activities to celebrate the centenary, including an exhibition and the unveiling of commemorative plaques. South of St Albans station, the grade II listed former Midland Railway signal box has been restored by the St Albans Signal Box Preservation Trust, who hold regular open days during the summer months. The timber box dates from 1892 and houses a 44 lever tumbler frame of 1906.

After a long period of difficult negotiation, the Great Western Society at Didcot (Oxon) has finally

negotiated with Network Rail a 35 year lease which covers most of the Society's former GWR loco shed site. This will allow the Society's development plans to go forward, including a museum extension and a special shed for the GWR steam railmotor, which is currently being restored to an active existence.

The once dominant vehicle making industry in Bedfordshire is now close to extinction. The mammoth Vauxhall Car Plant was demolished in 2008, bringing car manufacture in Luton to an end after 101 years, but the 1907 Headquarters office block (for what was then the Vauxhall Ironworks Company), designed in the William and Mary style by H B Cresswell, seems secure as it is Grade II listed. In the past year the AC Delco works, which manufactured components for the motor industry, has also been demolished, including the pastiche classical administrative block fronting High Street North, Dunstable (Beds). Another aspect of the car industry around Luton was discussed in a BBC Radio 4 programme in February 2010 titled 'Affluent Workers Revisited, Revisited'. This carried forward discussion of the aspirations of younger members of Asian families, whose parents had come to Luton in the boom years of the motor industry there in the 1960s. Looking back to those boom years, 50 years ago the first section of the M1 motorway, between St Albans (Herts) and Birmingham was opened in November 1959 by Minister for Transport Ernest Marples (remember him?) at Slip End, just south of Luton.

The remains of the last of the Chilterns' cement works, at Chinnor (Oxon), were demolished in 2009 in preparation for redevelopment. The works closed in the 1990s. A rather curious early twentieth century kiln remains on the site, the purpose of which is unclear. The last industrial site associated with the chalk geology of the Chilterns, Totternhoe Limeworks closed in 2008 following the dismissal of an appeal to redevelop the site for housing. The works latterly confined its activities to the rehydration of quick lime brought to the site from Derbyshire.

From lime to printing, the vacant buildings of the Dangerfields and Eversheds Printing Works, off London Road, St Albans (Herts) are in danger of redevelopment. In 1896

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Chilworth top right



Sluice gate repair



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the printer Frederick Dangerfield built a new factory which at the time was considered to be the most modern lithographic plant in England. It was one of the first factories to use riveted steel North Light roof trusses, which gave excellent even light for artists and engravers. Dangerfields had a world wide reputation for high quality printing including many iconic posters for London Transport and also transfer lettering for railway coaches, buses, etc. Dangerfields sold their site in 1940 to Eversheds, whose existing premises in Bow had been bombed. In 1955/56 Eversheds built a three storey pre-cast concrete framed printing hall and offices, which is still a striking building with brick elevations and an art deco terrace canopy. The architect was E. William Palmer from Enfield.

Thanks for news from Andrea Allgood, George Crutcher, David Dorkings, Tim Smith and the Wardingley family. Also from the newsletters and press releases of various organisations, some of which are mentioned in the text.

Henry Gunston

East Midlands

This news from the East Midlands is more precisely from the Leicestershire Industrial History Society (LIHS) as the usual correspondents from the other East Midlands societies have not submitted any input!

With the sad demise of the Nottingham Industrial History Society, the Chesterfield based North East Derbyshire IA Society are a welcome addition to the East Midlands grouping and we are very pleased to announce also the interest shown by The Peak District Mines Society. Hopefully this will result in further additions to our mutual societies, and perhaps more news from the East Midlands next time!

The LIHS dig at the Califat Victorian Mine site has continued throughout the winter on our usual second Tuesday in the month, with all three boiler foundations partially revealed. The engine house with engine foundation is now once again partially re covered with the spoil from the boiler house.

Work continues with the preparation of an update on the



The ex-GCR Bowstring Bridge in Leicester under demolition

Photo: David Lyne



Leicester's grade II listed Friars Mill stands apparently abandoned by developers

Photo: David Lyne

history of the 1832 Leicester & Swannington railway, based on the original work by Clinker. This considerable project is under the leadership of LIHS member Keith Drury and is likely to become so large that it may have to be published in digital disc format, hopefully with some sections also published as hard copy.

The Leicester City Council have spent over £500,000 in ensuring that the Stephenson-built tunnel on the line, one of the world's first, is safe but they have built a housing estate over one end ensuring that access is impossible.

The County Council have also failed to appreciate that they are the custodians of probably similar aged bridge structures on the same line!

The battle to save the c1890 ex-GCR Bowstring Bridge in Leicester was lost. When the Leicester City Council ordered its demolition, with razor wire protection and video cameras following application under the anti-terrorist laws against the protestors, it didn't stop one lady from calmly unfastening a clamp on the fencing and chaining herself to the bridge for a day in token gesture. The magistrate gave her a

conditional discharge and no fine. The Civic Society are arranging for a commemorative plaque adjacent to the bridge site, and the LIHS are donating small pieces of the bridge, with certificate of authentication, to anyone making a substantial donation!

Elsewhere in the city the fine Friars Mill (c1790), the oldest industrial mill in Leicester, was 'abandoned' by developers due to the downturn in reconstruction and now awaits its fate. Vandals have stolen the lead from the roof and the City Council are finding it almost impossible to place orders for repair

on the offshore owners. Application by the Civic Society, supported by LIHS, to English Heritage to upgrade the Building to Grade II* are not being taken with any degree of urgency by that organisation. We do not have much confidence in the local Council when it comes to building conservation, and are frustrated by the apparent inability of EH to act with any urgency.

Again at local level the LIHS are active in assisting other organisations on research when requested by developers who are keen to preserve as much as possible of our industrial heritage, or at least to understand what it is they propose to destroy. A recent investigation, for example, has highlighted a substantial hypocaust factory heating system in what was the largest shoe factory in the world when it was built in 1895. Air driven by a 6ft diameter fan was blown over an array of boiler-fed pipes, along aerodynamically tuned underground tunnels over 200ft long to feed vertical internal chimneys which were fitted with iron grills at each floor level to direct the warm air to the work space. Further investigation of the underground system awaits a risk assessment. We would welcome any information from readers who have knowledge of other examples of such a heating system in large industrial buildings.

Finally, the Loughborough based Morris crane manufacturing company is reported to have closed down but Taylors famous bell factory in the same town has been reprieved.

David Lyne LIHS

REGIONAL CORRESPONDENTS

Please support your Regional Correspondent by sending relevant material which may be of interest to our readers.

Region 1: SCOTLAND

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Region 2: IRELAND

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Region 3: NORTHERN ENGLAND

Cumbria, Northumberland, Tyne and Wear, Durham and Cleveland
Graham Brooks, Coomara, Carleton, Carlisle, Cumbria CA4 0BU

Region 4: YORKSHIRE

North, South and West Yorkshire and Humberside

Derek Bayliss, 30 Muskoka Avenue, Bents Green, Sheffield S11 7RL

Region 5: NORTH WEST ENGLAND

Lancashire, Merseyside, Greater Manchester and Cheshire
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Region 6: WALES

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Region 7: WEST MIDLANDS

Shropshire, Staffordshire, West Midlands, Warwickshire, Hereford and Worcester

John Powell, Ironbridge Gorge Museum Trust, Coach Road, Coalbrookdale, Telford TF8 7DQ

Region 8: EAST MIDLANDS

Derbyshire, Nottinghamshire, Lincolnshire, Leicestershire and Northamptonshire

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Region 9: EAST ANGLIA

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Region 10: GREATER LONDON

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Region 11: HOME COUNTIES

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Henry Gunston, 6 Clement Close, Wantage, Oxfordshire OX12 7ED

Region 12: SOUTH EAST ENGLAND

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Alan Thomas, 6 Birches Close, Epsom, Surrey KT18 5JG. Email: a.h.thomas@btinternet.com

Region 13: WEST OF ENGLAND

Somerset, Avon, Gloucestershire, Wiltshire and Dorset
Mike Bone, Sunnyside, Avon Close, Keynsham, Bristol BS18 1LQ

Region 14: SOUTH WEST ENGLAND

Devon and Cornwall
Graham Thorne, 11 Heriot Way, Great Totham, Maldon, Essex CM9 8BW

Local Society and other periodicals received

- Abstracts will appear in *Industrial Archaeology Review*.
- Berkshire Industrial Archaeology Group News*, 21, Autumn 2009
- Brewery History Society Newsletter*, 48, Winter 2010
- Bristol Industrial Archaeological Society Bulletin*, 129, Spring 2010
- Cumbria Industrial History Society Bulletin*, 75, December 2009, 76, April 2010
- Dorset Industrial Archaeology Society Bulletin*, 26, January 2010
- English Heritage Research News*, 13, Winter 2009-10
- Greater London Industrial Archaeology Society Newsletter*, 245, December 2009, 246, February 2010
- Hampshire Industrial Archaeology Society Focus*, 73, December 2009
- Hampshire Mills Group Newsletter*, 87, Winter 2009, 88, Spring 2010
- Historic Gas Times*, 61, December 2009, 62, March 2010
- ICE Panel for Historical Engineering Works Newsletter*, 124, December 2009, 125, March 2010
- Industrial Heritage*, vol. 35, no.1, 2010
- Industrial Heritage Association of Ireland Newsletter*, 33, December 2009, 34, March 2010
- Journal of the Worcestershire IA & Local History Society*, 37, Winter 2009
- Leicestershire Industrial History Society Newsletter*, Spring 2010
- Manchester Region Industrial Archaeology Society Newsletter*, 131, March 2010
- Merseyside Industrial heritage Society Newsletter*, 296, Autumn 2009, 297, February 2010, 298, March-April 2010
- Museum of Bath at Work Newsletter*, Spring 2010
- Midland Wind & Water Mills Group Newsletter*, 95, December 2009, 96, April 2010
- Northamptonshire Industrial Archaeology Group Newsletter*, 113, Winter 2010
- North East Derbyshire Industrial Archaeology Society Newsletter*, 36, November 2009, 37, February 2010
- Piers: the Journal of the National Piers Society*, 94, Winter 2009
- Scottish Industrial Heritage Society Bulletin*, 54, March 2010
- Search: the Bulletin of the South Wiltshire Industrial Archaeology Society*, 91, March 2010
- Somerset Industrial Archaeological Society Bulletin*, 112, December 2009
- South Yorkshire Industrial History Society Journal*, 4, 2007
- Suffolk Industrial Archaeology Society Newsletter*, 108, February 2010
- Surrey Industrial History Group Newsletter*, 173, January 2010; 174, March 2010
- Sussex Industrial Archaeology Society Newsletter*, 145, January 2010
- Sussex Mills Group Newsletter*, 145, January 2010
- TICCIH Bulletin*, 46, Winter 2009, 47, Spring 2010
- Trevithick Society Newsletter*, 146, December 2009
- WaterWords: News from the Waterworks Museum, Hereford*, Winter 2009/2010
- Wind and Water Mills: Journal of the Midland Wind & Water Mills Group*, 29, 2010
- Yorkshire Archaeological Society Industrial History Section Newsletter*, 78, Early Spring 2010

Books

The Largest Tanyard in the Kingdom, by John Parrott, Wantage, 2009. £12 plus £2 p&p, obtainable from John Parrott, 63 Charlton Road, Wantage, OX12 8HJ.

A study of over 300 years of tanning in Wantage, an industry that when seen by William Mavor, a surveyor from the Board of Agriculture in 1809, caused him to report that 'the tanyard belonging to Mr Sylvester is the largest in the kingdom and is conducted on the most improved principle.' The practical effects of legislation, wars and taxation are considered as well as the difficulties presented by poor road communication. In addition the Industrial Revolution created an increased home demand and an expansion of overseas trade. The tanners were very successful, becoming wealthy and well respected members of the emerging 'middle class' in society, holding important positions within the town. Yet by 1825 all traces of the industry had disappeared and the casual visitor today would never know the tanyards had even existed.

The Toll-houses of Norfolk, by Patrick Taylor, Polystar Press, Ipswich, 2009. ISBN 978 1 907154 02 7. 76pp, 70 illus. £7.95.

A new addition to an increasing series on county toll-houses. After a general introduction on the nature of roads, turnpikes, toll-houses and geology, a gazetteer provides brief notes on the surviving toll-houses in the county of Norfolk, many of them illustrated with a photograph. Further notes comment on vanished toll-houses. The book complements a similar volume on neighbouring Suffolk (see *IA News 151*, p19).

The World's First Railway System, by Mark Casson, Oxford University Press, 2009. 560pp, illus. ISBN 978-0-19-921397-9. £60.00.

The British railway network was a monument to Victorian private enterprise. Its masterpieces of civil engineering were emulated around the world, but its performance was controversial: praised for promoting a high density of lines, it was also criticised for wasteful duplication of routes. This is the first history of the railway system, written from a modern economic perspective. It reveals how weaknesses in regulation and defects in government policy resulted in enormous inefficiency in the Victorian system that Britain lives with today. The book will be a definitive source of reference for those interested in the economic history of the British railway system. It makes use of a major new historical source, deposited railway plans, integrates transport and local history through its analysis of the railway system, and provides a comprehensive, classified bibliography.

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**15 MAY 2010
MILESTONE SOCIETY
SPRING MEETING**

at Moulsham Mill, Chelmsford. Presentations with regional emphasis. For details email john113atkinson@btinternet.com or Tel. 01299 832338. Website: www.milestonesociety.co.uk.

**22 MAY 2010
EMIAIC 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.

**5 JUNE 2010
EERAC 2010**

at the Long Shop Museum, Leiston, Suffolk, the East of England Industrial Archaeology Conference. Topics include the Garretts of

Leiston and Thorpeness holiday village. Cost £10 to include light refreshments. Full details (SAE please) from EERAC, 5 Hoynors, Danbury, Chelmsford, CM3 4RL, bookings to the same address.

**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/industrialpas2010/callfor.html>.

**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. Visit website: www.spma.org.uk.

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

at Penryn, Cornwall, hosted by the Trevithick Society, the AIA's annual conference, followed by field visits and evening lectures after the weekend. See the AIA website for more details.

**25 SEPTEMBER 2010
NWIA CONFERENCE**

at the National Waterways Museum, Ellesmere Port, Cheshire. Organised by the Merseyside Industrial Heritage Society. Includes lectures and museum behind-the-scenes tours. For further details send SAE to Renie Verity, 14 Ardern Lea, Alvanley, Frodsham, Cheshire WA6 9EQ or Email: renie@malcolmverity.com

**2 OCTOBER 2010
MILESTONE SOCIETY AGM**

at Black Country Living Museum, where the Society's inaugural meeting was held in October 2000. For details email john113atkinson@btinternet.com or Tel. 01299 832338. www.milestonesociety.co.uk.

**2 APRIL 2011
SW&SWRIAC 42**

at Risca, the 42nd South West and South Wales Regional Industrial Archaeological Conference, hosted by Oxford House Industrial History Society. Advance notice only.

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.org



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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.



All aboard a Kiwi Rail train for the second part of the New Zealand tour (see inside, page 2)

Photo: Fred Barker