

# INDUSTRIAL ARCHAEOLOGY NEWS

**154**  
AUTUMN  
2010

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

FREE TO MEMBERS OF AIA



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# INDUSTRIAL ARCHAEOLOGY NEWS 154 Autumn 2010

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**COVER PICTURE**

*A demonstration at the Musée Industriel de la Corderie  
Vallois (see this page)*

Photo: © Bill Barksfield 2010

## Upper Normandy

*A Heritage of Industry trip for AIA members travelled to France on 19 -23 April 2010. The programme was designed by Sue Hayton, although unfortunately she was unable to be with us, so Dan Hayton did an excellent job as a stand-in. Sue was in London to welcome us (and Dan) home and to receive our thanks for a successful trip.*

Richard Hartree

There was some delay at Dover because of the additional traffic arising from the closure of UK airspace. Our base for the first three nights was to be Rouen, the regional capital, on the River Seine and the upstream limit of the Port of Rouen which extends 120km along the river to Honfleur at its mouth. We arrived at our hotel in time for dinner, which many of us took out-of-doors in the Vieux Marche; the historic sites of Rouen had to be seen as well as the industrial.

On Tuesday morning our visit was first to the Port Autonome de Rouen Capitainerie (the Port Authority head office) where we learnt about the four sets of major port facilities along the 120km from the sea: Honfleur, Port-Jérôme, Radicatel, Saint-Wandrille near Caudebec en-Caux, and Rouen itself. Rouen is by far the largest. These make up the fifth largest port of France (Le Havre, just outside the mouth of the Seine, is the fourth largest). Rouen and the Seine have formed an important trade route since Roman times. We then had an extensive coach tour of the port facilities on the left bank in Rouen, such as specialist facilities for a wide range of bulk cargoes, including the inevitable containers, and a small landing point for cruise ships which visit in the summer. A remarkable architectural feature is the waste incinerator cum electricity generating station shaped to look like an ocean liner with three chimneys à la Normandie. An interesting

two-way trade with Algeria was the export of wheat and the import of wine which is largely used to blend with French wines to raise the alcohol content. The spectacular modern lift bridge, the Pont Gustave Flaubert - named after Rouen's famous author, was built to allow ocean going vessels access to the city quays. It is a distinctive landmark. Sadly cruise ships do not pass under it; the operators being frightened of ship 'kidnapping' by breakdowns or strikes!

Following this tour during which we were rather overwhelmed by the scale of things we went to the valley of the River Cailly on the right bank. In the eighteenth and nineteenth centuries this became a major centre of the textile industry and was known as 'la petite Manchester' (as a Mancunian I had trouble seeing the connection). We soon found out that we were in a small French town seemingly 'sans restaurant' at lunch time. Persistent searching revealed a bar, so all was well! The purpose of our visit was to see the Musée Industriel de la Corderie Vallois. The building is an 1822 cotton mill that now houses machinery making braided and plaited textile products. The machinery is driven by a water wheel and we saw the various machines operating and explained in French, with Dan's translation service. It is a good museum and a very interesting place to have visited.

Going further up the valley we reached the town of Montville where we visited the 'Musée des Sapeurs-Pompiers de France'. It had a truly impressive collection of all things related to fire fighting, from a 1772 hand pump to a late twentieth century 36m extended ladder engine. The automobile builder Delahaye was much in evidence, also Citroën, Renault and Hotchkiss. Many grand uniforms and plumed helmets, even the uniform for the 'cafétière', a lady who served coffee, calvados or eau de vie to the men a major fires! A fine collection and fun in its way, as long



*An ocean liner? The remarkable design of the waste incinerator and electricity generating station at Rouen*

Photo: © Bill Barksfield 2010



Rouen's modern lift bridge, the Pont Gustave Flaubert, is a distinctive landmark Photo: © Bill Barksfield 2010

as you stand all the RED. This day was followed by another visit to the old town for dinner in Rouen, in a restaurant named 'Paul'; for us, after Paul Saulter.

The next morning we went to see the Barentin Viaduct, a very impressive 27 arch brick structure, 100 ft high and 600 yards long, designed by Joseph Locke and built by Thomas Brassey in 1846. It collapsed soon after its initial completion. The reason is not known for certain, but Brassey rebuilt it at his own expense. Near one of the arches is a statue of Locke erected by the people of Barentin; a copy of the original by Marochetti in Barnsley, Locke's home town. At the other end is a memorial to Pope Clement VI and a nice little chapel to Saint Helène, altogether an interesting place to look around.

Then a visit to the Musée Maritime, Fluvial et Portuaire de Rouen. It is a private museum and reliant on its own efforts to make it viable. There are interesting displays about the history of the port at Rouen itself, about the problems of navigating large ocean going ships up to the quays at Rouen today. I was drawn to one about the ships which were used to bring nickel from the French colony of New Caledonia. In 1911 a five-masted sailing ship (with diesel auxiliaries) was built in Rouen for this trade. She must have been one of the last such sailing vessels to be built. We were able to visit the restoration workshops where a wide variety of wooden ships were being worked on, from a rowing skiff to a large yawl which had suffered machine gun damage during WWII. This was a good museum which we felt worthy of support from the Port Authority.

That afternoon we were free to visit Rouen as we wished. It was known that there was an interesting stationary steam engine at a water treatment plant 'de la Jatte'. A group of eight set



An impressive line up of fire fighting vehicles in the Musée des Sapeurs-Pompiers de France, Montville Photo: © Bill Barksfield 2010



Grain silos and shipping at the port of Rouen Photo: © Bill Barksfield 2010



The great Barentin Viaduct, designed by Joseph Locke and originally built by Thomas Brassey in 1846. It was rebuilt after an early collapse Photo: © Bill Barksfield 2010



*Mechanism of the medieval Gros Horloge (Great Clock) in Rouen*

*Photo: © Bill Barksfield 2010*



*One of two beam engines made by Windsor et Fils of Rouen seen by some members of the party at the water treatment plant 'de la Jatte' in Rouen*

*Photo: © Bill Barksfield 2010*

off to find it. After introducing themselves they were given a complete tour of the whole operation and then had the opportunity to see the two rotative, compound, beam engines made by Windsor et Fils of Rouen. The engines had been installed to pump water up to a reservoir to provide a head for the supply to the city. They operated from 1891 to 1959. The opportunity for the visit was very much appreciated.

Meanwhile, others spread around the city and meetings took place at wide variety of sites. We can certainly claim multiple visits to the Musée Des Beaux Artes with its fine Impressionist collection, Musée Le Secq des Tournelles which shows a truly amazing collection of large and small wrought iron work, Musée National de l'Éducation, Abbatiale Saint-Quen, Aitre Saint-Maclou, Notre Dame Cathédrale, Le Gros Horloge, and the Metro, ridden to all its stations. These illustrate the wide range of interests the tour let us enjoy.

We left Rouen on the Thursday morning and went south and west to the Parc Naturel regional Brotonne where we visited the Moulin de Hauville. A windmill had first operated here in the mid thirteenth century. It was owned by the Abbey St Pierre Jumièges and there is archival record of the mill from then. By the nineteenth century it had become a tower mill made of banded flint and limestone with a thatched roof on the rotating cap. The Parc authorities have financed a complete restoration/rebuild which we were able to visit. The mill was introduced to us by Alain Joubert who had been the first director of the Musée Industriel de la Corderie Vallois, had founded the Musée Marine de la Seine and had been head of the Parc administration and responsible for the restoration of the windmill. A good man for us to meet! He was intrigued by us

and AIA. Close by is a museum in a relocated and restored thatched house. As a thatched cottage owner I was particularly interested in the iris plants growing on the ridge of the roof. Apparently it is common Normandy practice to cap the ridge with clay and plant the irises so their roots bind the clay to the straw below.

Leaving the windmill, we drove north and crossed the Seine by the Pont Brotonne to enter Caudebec-en-Caux. The Musée de la Marine de la Seine did not open until after lunch so there was time to look around. The church in the centre of town was very striking. Gothic and very highly decorated. Many of the figures, both outside and inside were very fine work, some a mere 30-40cm

high. In the church the organ was playing and we were glad to have the time to listen to an impromptu recital.

The Musée de la Marine de la Seine was different in its presentations from the museum we had visited in Rouen, although it covered many of the same subjects. There was a good display which showed how the tide is used to enable ocean going vessels to go all the way up to Rouen, and downstream again, also concerning the constant dredging programme which is necessary. There was a special exhibit about the eighteenth-century navigator and explorer Jean-Baptiste Denoville and another about the past of both wood and steel



*Moulin de Hauville in the Parc Naturel regional Brotonne*

*Photo: © Bill Barksfield 2010*



Calais is not just a port to pass through. It was once a lace-making centre and the Cité Internationale de La Dentelle et de la Mode has top class displays and working machinery  
Photo: © Bill Barksfield 2010

shipbuilding on the Seine; a very pleasant and interesting museum.

We drove on to Fécamp where our objective was the Palais Bénédicte. In 1863 a successful Fécamp businessman, Alexandre Legrand, had discovered how the monks in the local Bénédicte monastery had made their medicinal herbal beverage and had realised that if this was used to flavour an alcoholic spirit it could make a good liqueur. He obtained copyright on the formula, the trade name Bénédicte, the shape of the bottle and the design of the label and so

established a successful brand which is now owned by the drinks group Bacardi. The Palais Bénédicte is an amazing building. The guide book uses the adjectives 'eclectic, monumental and refined, characteristic of the end of the nineteenth century'. The main rooms are named Vestibule, Salle Gothic, Salle du D me Salle Renaissance, Pinacothèque, Oratoire, and their contents as eclectic as the architecture. Alexandre Legrand clearly had the means and the interest to drive this grand project, but sadly he died before it was completed. Under the Palais are the

facilities for making the Bénédicte liqueur - collecting and blending the herbs from all over the world, distilling, ageing and bottling. The Palais was an extraordinary factory.

Our final visit was in Calais to Cité Internationale de La Dentelle et de la Mode. In the nineteenth century Calais had a large lace industry. It was started by English businessmen following the restitution of the monarchy in 1815 and the renewed interest in court and fashion. The displays in the museum showed the processes for making laces by hand and by machine. All labels had English and Dutch wording on them and English captions could be selected at the small video displays with French commentaries. We saw a Leavers lace making machine operating, but there were too many things happening to permit a quick understanding of its working. Following this technical display there were further rooms devoted to the place of lace in fashion and the place of fashion in society from eighteenth to twentieth centuries.

Also there were displays of recent developments in textile materials such as Lycra which made lace tights and new lingerie designs possible, materials which react differently to dyes and so enable a two coloured product to be made at one dyeing and threads with triangular or polygonal cross sections which can be used to create glitter and other effects. This museum, which is based in two old lace factories with a modern entry building, has star quality. Plan an hour or two before your next ferry from Calais and make a visit.

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## More news of the AIA Restoration grants

As already reported, four restoration awards were announced at the Lincoln Conference last year. One of the two small awards was to the Scottish Maritime Museum for work on conserving the boiler from VIC32, and this was described in IA News 153, page 8. This note now briefly describes the second small award winner which was the Hoylandswaine Nail Forge for roof repairs, and the two larger awards of about £15,000 which went to the Boat Museum Society for work on Box Boat 337 and to the North of England Open Air Museum at Beamish for their chaldron waggons project.

Mark Sissons

The Hoylandswaine nail makers workshop is situated between Barnsley and Penistone and it received an AIA Restoration Grant for urgently needed roof repairs. The shop is a modest stone building, with three small forges where nails were made by hand. Each would once have had two or four anvils, a hearth, a bellows and a chimney. Remarkably, one of them still has its hearth and chimney, and a typical bellows. No other nail forges in the country are known to remain on their original site and retain the fittings. It is therefore an important relic of domestic industry.

Its nail makers lived in the village, mainly in the adjoining cottages, which have now been converted into larger houses. The trade was once common in several South Yorkshire villages, in the Black Country and some other iron making areas. It generally died out between around 1860 and 1914 with the spread of machines for making nails. At Hoylandswaine it was continued, if sporadically, by the Chappell family; Fred Chappell was still making foundry nails in the Nail Forge during the Second World War.

The then owner of the Nail Forge sold it to the South Yorkshire Industrial History Society in 1998 for a nominal sum. The South Yorkshire Trades Historical Trust, which manages the Society's properties, has carried out a first stage of conservation, which included fitting new doors and shutters of a suitable type. The roof repairs are part of a further programme of work, based on a conservation plan, which includes suitable interpretation. Applications are in hand for the rest of the funding. The South Yorkshire Trades Historical Trust's volunteers open the Nail Forge to the public on the Sunday of Heritage Open Days. It is too small to welcome large numbers of visitors, but there may be additional open days when the work has been done. For further details see [www.topforge.co.uk](http://www.topforge.co.uk).

Box Boat No 337 at the National Waterways Museum, Ellesmere Port, is the survivor of a very important class of craft involved in the transportation of coal at the heart of early canal transport. The importance of the boat also lies with its use of wood and iron boxes for its cargo which are a direct precursor of modern containerisation. The original box boat came into being in the 1760s and was designed by James



*The stone roof of the Hoylandswaine nail makers workshop*

*Photo: Derek Bayliss*

Brindley. It evolved from the little mine boats (the 'starvationers') at Worsley, whose boxed cargoes of coal were transferred at Worsley Basin to craft of similar shape, but of larger dimensions, for the journey to Manchester. A starvationer has already been secured for the future and is on display in the Island Warehouse at the Museum.

Technically the box boat's construction is very interesting, generally typical of thousands of now disappeared craft using a very simple type of construction on iron/wood frames. However, it is also different in the unusual longitudinal construction of the wooden bottom. It is intended to record this detail accurately during restoration.

After its working life ended a private owner converted it to live on, but eventually the poor condition of the wooden hull caused him to abandon the project. 337 was rescued by the National Waterways Museum, de-converted and, because of its importance, has had money and effort spent on it over the years to enable it to survive. The boat has now been craned out and an initial survey made of its condition. The grant from the AIA will enable the restoration work to be completed and also assist in the training of volunteers on the techniques of wooden canal boat building. The restoration plan ensures that this unique vessel will now be properly conserved in the future.

The last of the grants has gone to the Chaldron Waggon Project at Beamish Museum, County Durham. When Frank Atkinson was starting the collection that became the North of England Open Air Museum at Beamish he acquired 34 former Londonderry Railway chaldron waggons, in varying states of decay, from the Seaham Harbour and Dock Company.

The name Chaldron Waggon is derived from the term chaldron which was a measure of dry volume used for coal. Each area developed its own value for the chaldron as a unit. In the North East this is generally accepted as the Newcastle chaldron of 53 cwt. The chaldron waggon, as a type, and the Londonderry Railway caldrons as a specific example, are both of enormous historical importance to the development of the coal industry, the railways, industry and large-scale



*Forge inside the Hoylandswaine nail makers workshop*

*Photo: Derek Bayliss*



Lifting Box Boat No 337 at the National Waterways Museum, Ellesmere Port  
Photo: Boat Museum Society, National Waterways Museum



One of the chaldron waggons which the AIA Grant is helping to restore at the Beamish Open Air Museum  
Photo: Mark Sissons

shipping operations in the North East of England. Through the export, to London and Germany, the influence can be seen to be national and European too. It was the development of a coal carrying waggon, initially for the wooden waggonways of the mid eighteenth century, later for the iron, then steel, rails of the nineteenth and twentieth centuries that facilitated the expansion of the coal industry in North East England. It enabled the potential markets, largely remote from the collieries themselves, to be tapped. In their final form, as represented by the Londonderry Railway examples at Beamish, they were used from the 1860s through to the end of the 1960s.

Many of the waggons as acquired from Seaham were in poor condition and time has taken its toll on others. Beamish is now working to rebuild two rakes of chaldron waggons to enable a demonstration set to be available at both the station and the colliery sites in the museum. Repairs conducted in the 1970s, often in softwood, are now life expired. The current scheme will see a group of waggons fully restored with accurate recording of the vehicles before and during rebuilding. Our funding is going towards the total rebuild of two of the poorest condition waggons retaining all of the original ironwork. Concurrently with this work there is a scheme to ensure appropriate future conservation and to provide under cover storage for the restored waggons to minimise future degradation.

## AIA RESTORATION GRANTS

Thanks to a generous donation, the AIA is making available Restoration Grants for a range of historic and industrial archaeology purposes. The closing date for applications is 1 June in each year, but now is the time to think about 2011. Full details of the funding criteria, and how to apply, can be found on the AIA web site:

[www.industrial-archaeology.org.uk](http://www.industrial-archaeology.org.uk)  
Follow the link to Awards and choose Restoration Grants.

## VISIT THE AIA WEBSITE – [www.industrial-archaeology.org](http://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.

## Treasurer's Report for the year ended 31 December 2009

The Accounts for 2009 form part of the AGM papers enclosed with this issue of *Industrial Archaeology News*. In crude, unadjusted, terms you are seeing a deficit for the last financial year of £5,620, this against a surplus for 2008 of £44,857, a turnaround of over £50,000. But, both years contain extraordinary items that must be allowed for in order to gain a true picture of the Association's financial outcome for 2009. The deficit for last year was after the disbursement of £7,750 in two Restoration Grants. Those grants were made out of funds donated by an anonymous donor in 2008, that donation amounted to £38,483, including gift aid. Allowing for these items, then the true numbers for each year, both surpluses are: £6,374 in 2008 and £2,130 in 2009. However, that does amount to a decline in the surplus of £4,244 over the two years. Why was that so? From now on I will discuss the accounts in terms of £000's, making things easier to comprehend.

The chief culprit in the decline was the fall in interest rates on the monies we have on deposit. In 2008 the interest we received was £7.8k; due to the collapse in interest rates that we have all experienced, that fell to a paltry £1.8k, for last year, a reduction in interest of £6k, more if allowance is made for higher average cash on deposit. Another fall in income was a drop in the

surplus on the conference account of £3.7k. However, there is an inconsistency in the treatment of gazetteer costs meaning the conference costs for the two years are not entirely comparable.

Those two factors would have been enough to wipe out any likelihood of a 2008 surplus, fortunately other factors acted in our favour. Namely, an increase in subscription income of £1.9k (including gift aid), a reduction in admin cost of £5.8k due to the revised liaison officer role. The latter was marginally offset by an increase in the amount paid to our publishers, Maney & Co. who now handle subscription collection. However, increased sales by Maney's of the *Industrial Archaeology Review*, extracts, offprints, etc resulted in increased royalties for the Association of £1.0k. The value of the awards we made also declined by £0.8k in 2009.

Our balance sheet was strong at the end of 2009, with a cash balance of £149k. Deducting the Restricted Funds and creditors net of debtors, then the Association's own cash balance was £56.6k. Our financial position remains healthy at the present time.

*Bruce Hedge ACMA*

## Peter Neaverson Award 2010

The 2010 Peter Neaverson Award for outstanding scholarship in *Industrial Archaeology* has been given to Patrick Malone for his book

*Waterpower in Lowell: Engineering and Industry in Nineteenth-Century America*. The author is professor of urban studies and American civilisation at Brown University, Providence, Rhode Island, and has been involved in research at Lowell, Massachusetts (one of North America's most important and iconic industrial sites) for almost 40 years. This book distils the historical and archaeological evidence collected over that time into a detailed but accessible account of the growth of the city's distinctive system of power canals and of the internationally important developments in the technology of water power which took place there. A full review of the book will appear in the next issue of *Industrial Archaeology Review*.

This award is funded from a legacy by, and named in memory of, Peter Neaverson, a prolific and gifted researcher into industrial archaeology and author of many works, notably in conjunction with Marilyn Palmer, with whom he also edited *Industrial Archaeology Review* for almost 20 years. Any AIA member may nominate for this award a work they think makes an outstanding contribution to the study of industrial archaeology, whether it is a book, article or thesis, provided it has been published in English within the past two years. Nominations should be sent to the AIA's Liaison Officer (contact details on page 2) by 1 December 2010.

*Ian West*

## Egypt in October

We have a very good group visiting Alexandria, Ismailia and Cairo from 16 to 23 October 2010, and any serious latecomer might be included if contact is made immediately with Paul Saulter, 80 Udimore Rd, Rye, TN31 7DY or e-mail: paul@ia-tours.demon.co.uk.

## IA Review top ten

Have you sent in your list of what you think are the top ten articles in *Industrial Archaeology Review* since it was launched in 1976? (see *IA News 153*, page 12).

Marilyn Palmer still wants to know! Please send your list by e-mail to: marilyn.palmer@tiscali.co.uk, or by post to 63 Sycamore Drive, Groby, Leicester LE6 0EW.

## AIA 2010 Conference

A reminder, just in case you have overlooked making a booking for this year's Annual Conference which is being held on 3-9 September at Penryn near Falmouth in Cornwall, where it is being hosted for us by the Trevithick Society. The programme also includes the Rolt Symposium to mark the centenary of Rom Tolt's birth. For details of last minute availability, please visit the AIA website or contact John McGuinness, 29 Altwood Road, Maidenhead SL6 4PB or Stephen Miles, Rose Cottage, Lower Durston, Taunton TA3 5AH (email: thunderer@live.co.uk).

## NEW EDITOR WANTED!

Dr Peter Stanier is retiring as Editor of *IA News* at the end of 2010, having been in the post for the last 16 years. We are therefore looking for a new Editor, preferably by the end of September so that he or she can be involved in the production of one issue before taking over fully in 2011. Are you interested in taking on this important post? Your immediate response is required! All potential editors should not hesitate to contact the AIA Chairman or the present Editor to learn about what is involved. See page two for contact details.



## Farme Colliery winding engine

The Farme Colliery Winding Engine was erected at Rutherglen near Glasgow in 1810 and decommissioned in 1915. It is now at Summerlee Museum, Coatbridge, North Lanarkshire, where for two months from 28 August 2010 a celebration of its bicentenary will form the centrepiece of an exhibition entitled 'Fire and Water'.

Reputed to be one of the last working Newcomen rotative engines, it is described in various publications including the transactions of the Newcomen Society and nineteenth-century editions of *The Engineer*. But there were two other quite similarly arranged engines at Farme Colliery and over the years, they could have become confused particularly when much of the available information is not clearly identifiable as relating to the 1910 engine.

There is also the question of how it was able to wind two cages and while the main components of the engine remain and sufficient information has been acquired to allow for the manufacture of some new parts around the winding drum and flywheel, no photographs or descriptions of the winding gear have come to light. The big question in that connection being how the engine was reversed when the only controls available to the engineman were a brake, a steam throttle and the, apparently, hand operated lever that opened and closed the steam and cold water valves?

Was a separate counterweight arranged to overcome the inertia of the loaded cage and realign the crank enabling counter rotation or, by releasing the brake, could a loaded cage have been employed turn over the engine until the piston was just at one side or the other of top dead centre?

I would be greatly obliged if Association members could help with any specific information in respect of the Farme Colliery 1810 engine or with details of how, for example, Newcomen winders in general were reversed.

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## Accrington factory revelations

The National Mills Conference (see News section) took place at J27 Accrington. This site has always interested me and previous enquiries had revealed it used to belong to GEC, though clearly of some WW2 build. During a coffee break I made myself known to the estate office who were somewhat surprised anyone should take an interest in the now multi-let site! They showed me some period photographs showing a camouflage pattern on the roofs, so confirming my initial thoughts. As I was just about to leave the agent asked if I would like to see the original plans! This site must be unique, for when I returned at lunchtime I was shown a

back room full of plan chests, including the original drawing list. The factory was built for the Bristol Aero Engine Co., but passed to English Electric in 1943. The detail showed every room, every function, all power inputs, a purpose built unit, the only missing feature today being the external engine test bays. The factory made radial engines, to be sent a short distance to a factory where Halifax bombers were made under contract by English Electric.

As a property company, this office is not open to the public, as the site is very busy, also found were the drawings and key books for Crompton Parkinson of Guiseley near Leeds (demolished in 2006) but the agent saved what he thought might be of interest from the skip (please respect this is private material, but at least its location is known). The Accrington site even had its own police station, X-ray rooms, so a fascinating look to the past, whose first-hand experience is now but a fast fading memory.

*Adrian Bailey  
Leeds*

## Harpers' footbridges: a postscript

Living as I do in Grimsby, I wasn't expecting to find anything of interest in the article 'The 19th-Century Suspension Footbridges of Harpers of Aberdeen' by D.R. Harper and T.M. Day in the latest (May 2010) edition of *Industrial Archaeology Review*. Yet on page 31 there was the reference to 'three at Grimsby (1894)' being designed by Louis Harper of Harpers Ltd new Craiginches Ironworks, Aberdeen. A map on page 33 showing Harper Bridges in the UK has the appropriate location being marked 'Grimsby (R. Freshney) (3)' and a symbol denoting the fact that all the bridges have been removed.

This however is not entirely true, as I discovered when penning *The Bully: Memories of the Duke of York Gardens* for the Friends of the Freshney last year: the river flows through the park in question. Yes, the two bridges that crossed the entire Freshney were replaced in 1978 by new structures of composite and steel construction. The other bridge, to what is known locally as Duck Island, remained as it was and is very much in being today. Sadly, the bridge has been altered dramatically over the years,

and certainly could no longer be classified as a suspension bridge. Original iron work, though, remains and at the structure's entrance can be seen the engraved name of Louis Harper. Something therefore to look out for if coming to Grimsby.

*Tim Mickleburgh  
Grimsby*

## Deptford Dockyard

The Deptford Dockyard Site has just been subject to a three month long evaluation undertaken by Museum of London Archaeology under my direction. The work was monitored by Mark Stevenson and Jane Sidell of English Heritage. No damage of any kind was caused to the archaeology and the claim by Chris Mazeika in *IA News 153*, p14, that there was is wholly misleading. The quote by David Divers in Chris Mazeika's letter is actually taken from a report on a limited evaluation in 2000, also directed by me, and does not refer to the 2010 evaluation. While David Divers is now at English Heritage he was not when he undertook the work in 2000; he was a site supervisor for Pre Construct Archaeology. I consider Chris Mazeika's letter to be nothing less than malicious. I would suggest *IA News* needs to check its sources more carefully before putting statements into print.

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*The Farme Colliery winding engine at Summerlee Museum, Coatbridge  
Photo: Iain Drysdale*



*Original footbridge iron work bearing the name of Louis Harper at Grimsby  
Photo: Tim Mickleburgh*

## Country House Technology Conference

Rewley House, home to Oxford University's Department for Continuing Education, was packed to capacity for a study weekend on the subject of Country House Technology on 7-9 May 2010. The event was staged as part of the Technology, Social Structure and the English Country House project, funded by the Leverhulme Trust and led by Marilyn Palmer, Emeritus Professor of Archaeology at the University of Leicester. Professor Palmer, who co-chaired the conference along with Rewley House's Dr Paul Barnwell, opened the proceedings by explaining the background to the project, which was born out of work started by the late Nigel Seeley, Chief Conservator of the National Trust, who commissioned the first surveys of technology in Trust properties. The current project seeks to build on this work, extending it to a wider cross-section of country houses in the United Kingdom and analysing the impact which technology had on the form and functioning of houses and on the people who worked in them. One of many examples which she cited was deployment of mechanical and electrical bell systems, which can reveal much about the interaction between masters and servants.

Christine Hiskey, archivist at Holkham Hall, Norfolk, described the many, often revolutionary aspects of technology introduced into this house (also the subject of her paper in *Construction History* 22). Built in the mid eighteenth

century, Holkham was notable for having water closets and piped sewers from the outset; its exposed location close to the Norfolk coast also encouraged the early adoption of central heating. English Heritage's Pete Smith explained how the elaborate security measures which Lord Middleton engaged Jeffrey Wyattville to incorporate at Wollaton Hall, near Nottingham around 1811 ultimately saved the house from damage by rioters in the 1830s. The house is also notable for its innovative heating and cooking stoves, designed by William Strutt.

The Jacobean house at Lanhydrock in Cornwall, now in the care of the National Trust, was extensively modernised by the architect Richard Coad following a fire in 1881, incorporating novel fireproofing techniques using prefabricated concrete ceiling panels. The revised layout also provides an excellent example of the lengths to which the Victorians went to segregate the sexes, above and below stairs. However, House and Collections Manager, Paul Holden's paper showed how technical problems and cost overruns blighted both the project and Coad's career. The owners, the Robartes family, rarely returned to the property, which has left many of these late nineteenth century additions untouched by later modernisation. Two papers followed which highlighted the importance which country house owners placed on improved lighting: Dr Maureen Dillon, lighting advisor to the

National Trust, illustrated the improvements brought, firstly by the invention of the Argand oil lamp and then gas and electric lighting, and then Dr Ian West of the University of Leicester, Professor Palmer's co-researcher on the project, described how many country houses had to be self-sufficient in gas production and, subsequently, electricity generation, which had a profound effect on the nature of country house estates.

The historian Dr Pamela Sambrook, author of many books on the life of the country house servant, showed how servants were often resistant to new technology, because it devalued their skills rather than because it threatened their livelihood, and went on to suggest that the increasing purchase of external goods and services by country houses in the late nineteenth century had a greater impact than new technology on staff numbers. Helen Lloyd, the National Trust's Deputy Head Conservator and author of the mammoth *Manual of Housekeeping*, described the particular challenges posed by the conservation of the Trust's huge collection of examples of nineteenth and twentieth century technology, many of which are constructed of less durable materials than older artefacts.

The growth in the nineteenth century of 'high agriculture' and the model estate farm, encouraged by the Royal Agricultural Society and prominent patrons such as Prince Albert, was illustrated by Dr Susanna Wade-Martins of the University of

East Anglia, who showed how these often unprofitable grand investments added to the prestige of landowners. Paul Thomas described his initial 'rapid survey' of technology in National Trust properties and provided an overview of developments in water supply and sanitation. National Trust archaeologist and historic garden specialist Jeremy Milln showed how improvements in glass and other materials encouraged successive fashions for growing specific exotic plants in purpose-designed buildings, with novel heating technology which was only later adopted within the country houses themselves. The late withdrawal of a planned speaker allowed a short presentation on exciting developments at Alnwick Castle, Northumberland, where the Gilkes turbine first installed to generate electricity for the castle in 1889 has recently been restored to generate power once again. The conference was closed by Professor Marilyn Palmer with a paper which demonstrated how many landowners in Britain were keen to encourage industrial developments on their estates, in contrast to the pattern elsewhere in Europe, with the resulting profits from enterprises such as mineral extraction funding the improvement of many country houses.

The lack of previous attention given in academic circles to the impact of technology on country houses and their estates meant that this event provided numerous new insights for professionals and



The former water mill at the Ashton Wod estate, Northamptonshire, one of the UK's most complete examples of an early country house power generating plant

Photo: Ian West



Servants' bells at Holkham Hall, Norfolk. The location and precise function of servants' bells can reveal much about the operation of country houses

Photo: Ian West

amateur enthusiasts alike, and it is hoped that publication by Paul Watkins Publishing of the conference proceedings, as well as a forthcoming book, *Comfort and Convenience in the Country House*, due to be published by the National Trust around 2012, will greatly increase the understanding of this subject.

*Ian West*

## 41st South Wales & West of England Regional IA Conference

This year's conference was held on 17 April at Pate's Grammar School in Cheltenham. After a welcome by Amina Chatwin, President of the Gloucestershire Society for Industrial Archaeology, the conference got under way with a presentation by Dr Malcolm Nixon (Worcestershire Local History & IA Society) on the Bromsgrove nailers. The many and diverse industries of the 'Black Country' area ranged from heavy iron work to light and individual ones set up by small or even family communities, probably originating from the rural blacksmith. The making of nails comes under this heading and in cases had monastic origins. This would also include the making of the necessary tools and form work for the different shapes and sizes of the final product. There was nothing romantic about this industry and the working week often exceeded 90 hours, enveloped by the foul atmosphere in the confines of the workshop adjoining the cottage and in the semi darkness only relieved by the glow of the forge. The gradual introduction of machine-made nails, and labour taken up by armament work in WWI and the car manufacturing industry all led to the loss of this specialist work by the 1950s.

David Greenfield (Somerset IA Society) talked next on the recording of civil engineering heritage. John Smeaton was the first to call himself a Civil Engineer in the eighteenth century, but the Institute of Civil Engineers was not founded until 1818, with Thomas Telford as its first president. In 1968 the Institute set up the Civil Engineering Heritage to record works and give them a merit mark to decide the state of its historical importance. The general public were asked to help by passing

on information about works considered suitable for preservation.

Paul Barnett belongs to the Friends of Purton Hulks, and it was about these that he spoke. Between the Sharpness Canal and bank of the River Severn, the 'Purton Graveyard' is an important heritage site, being the final resting place of over 80 vessels which were beached here to prevent erosion of the river bank. The Graveyard is now considered to be the largest of its kind in the UK and consists of several layers of different sized ships from ocean-going schooners down to smaller vessels such as Stroudwater and Kennet canal barges, and even a concrete barge. Records about the working lives, sizes, cargoes and builders have been taken of the vessels and plaques erected giving details. Many vessels are now only identified by mounds of mud or earth, sometimes with an odd piece of timber or ironwork protruding. Excavations at various sites have shown that much of the woodwork survives in a good state of preservation where buried below the water table.

After a break for lunch Ken Kemp and Steve Grudgings (Bristol IA Society and South Gloucestershire Mines) spoke about the Newcomen pumping engines in South Gloucestershire mines. Reports of the success of the first Newcomen engine in the Midlands area in 1712 gave the incentive for mine owners to set up these machines to relieve the constant threat of water floods interfering with their coal production. It has been reported that over 40 Newcomen engines were working up to the 1820s, the last erected in 1793 and the last to stop in the 1930s. Precise proof of where some of the engines were placed was illustrated on some of the very detailed maps of the period. During the last few years access to some mine sites has been cleared and made safe for further investigations to be carried out in the pits themselves.

Penny Fernando (Gloucestershire Society for IA) talked on unrecorded early coal mining in the Forest of Dean. The coal was extracted by the Romans, and possibly even earlier, but it was Edward I who granted the population of this area free mining rights in 1300. Most of the coal seams were thin and in places

separated by a large thickness of ground. Abandoned 'bell pits' were filled in or allowed to fall in, resulting in many areas being pockmarked by the remains of shallow pits. Most pit tops were round, but a few elliptical shaped ones have been noted. As trees and vegetation had taken over, it was often difficult to investigate these areas, but the modern use of Lidar (it 'sees' through trees) sometimes gives a remarkable illustration of the density of the early pits.

The final talk was by David Woodliffe (Oxford House Industrial History Society) on the industry of remembrance, the production of war memorials. We saw pictures of the great variety of size, shape and design of memorials to various wars, either free standing or incorporated in the fabric of buildings, made up of a variety of materials. Possibly the best known is the Cenotaph in Whitehall, noted for its beautiful simplicity. Not only were wartime casualties recorded but one memorial records over 500 deaths caused by disease during the Crimean War. Many schools erected their own list of the fallen as a permanent reminder of their sacrifice; Eton College's showed that over 20% of those serving in the forces were listed as casualties.

Three tours were organised after the conference, either to view ornamental ironwork around Cheltenham, the tramroads and quarries of Leckhampton Hill, or the disused junction of the Stroudwater and Gloucester Sharpness Canals at Saul. The writer joined the last, finding Saul Junction considerably different to what it had been when last seen over 50 years ago. The weather enhanced the scene of tranquillity amongst the many narrow houseboats tied up along the bank of the canal, while the scene of dereliction of the lock which lifted the Stroudwater up to the canal could be overlooked. An excellent conference, thanks to all the organisers in the Gloucestershire Society for Industrial Archaeology.

*Robert Cox*

## The National Mills Conference

The National Mills Conference, NGCS, held its 2010 conference in Accrington on 11 May. This very well attended event brought together a

wide variety of professionals from public and private sectors. Conference co-ordinator Nigel Grizzard has the magic touch of bringing together not only mill owners, but planners, developers, in fact anyone involved in regeneration. This year the conference centred on the area of NW Lancashire, comprising six districts: Blackburn and Darwen, Pendle, Burnley, Ribbles Valley, Hyndburn and Rossendale. A brief survey has revealed surprisingly over 200 mills, this collection ranged from the fully regenerated 'India Mill' at Darwen to the almost collapsed areas along the Leeds and Liverpool Canal at the Weavers Triangle in Burnley (now receiving emergency repairs).

The key conclusion from the morning's session was the need for central government or a local agency to provide 'kick-start' money. Several of the sites including the Green Bridge Works of Rawtenstall required changes to the road network and pedestrian link bridges to enable a fascinating and challenging re-use to go ahead, but the developer was limited to funding to the 'structure' and not its surrounding environs, talking of which many of the under-used mills lay along the route of the Leeds-Liverpool Canal, what a potential! David George did bring up the thorny issue of what happens to artefacts from the previous age and not just those in museums like Queen Street Mills in Burnley.

During an excellent lunch break much networking was achieved and the afternoon concluded with a brief tour of the various sites around the Weavers Triangle, showing what could be achieved and what was to be hoped for as part of 'Burnley's Great Opportunity'. More information and illustrations can be seen on the website [www.ngcs.net](http://www.ngcs.net).

*Adrian Bailey*

## Fairs and circuses

Fifty to sixty years ago travelling fairs and circuses with their old-fashioned gaudy and vulgar decoration, totally at odds with the 'contemporary' world, appeared unlikely to survive as they were for more than a few years: they were clearly on the way out. Yet in the first decade of this century such travelling shows, almost unaltered, are more prevalent than ever and

urban parks in towns and cities and certainly in London see an almost constant procession of visiting fairs, and small circuses are not far behind in frequency. The aesthetics are little altered and surprisingly most of the stalls are still the same.

Fairs and circuses visit Finsbury Park in London with great regularity and also nearby Clissold Park. There are even fairs on tiny Islington Green, a surprisingly central location. These events can be worth a visit for readers interested in old lorries which showmen use for traction. There are often Fodens and ERFs to be seen in Finsbury Park and Carter's fair which visits Clissold Park has AECs, Scammells, and Atkinsons. The electric generators many of them carry can be older than the vehicle. DC motors and obsolescent voltages appear to be ubiquitous in fairs. Since fairs and circuses are peripatetic, the situation will be much of same in the rest of the country. I

Julie Walters in her recent autobiography, *That's Another Story*, 2008, recalls her fascination with a fair that used to visit Lightwoods Park, Smethwick for a week every year. She loved the smell of hot dogs, diesel fuel and candy floss, the gaudy colours, loud distorted pop music competing with the noise of electricity generators, and found the muscular young men who worked the fairground rides attractive. She had a youthful fantasy of living in a caravan, working at a stall with goldfish, and smelling of petrol and refers to the song 'I want to be fourteen again' by Victoria Wood. Young people, at least from well-to-do backgrounds, do 'run off and join the circus' and amazingly some manage to fit in. There is mention in the writing of L.T.C. Rolt. This phenomenon is comparable with volunteering to work on the inland waterways and live on a narrow boat in the early 1940s. Tom Rolt's first wife Angela who was with him on *Cressy*, afterwards had 'a long spell of travelling with Billy Smart's circus' (see *Landscape with Canals*).

Bob Carr

## Staffordshire's History of the World

The BBC launched an ambitious project in January 2010 to tell the History of the World through selected objects. A year-long series broadcast on Radio 4 has been set

up in partnership with the British Museum. In addition, 350 museums across the country are taking part to celebrate objects which have stories to tell on the basis that even ordinary items have an important tale behind them. Local regions taking part are providing ten historical artefacts with local significance but also a wider international context. It is interesting how many are of IA relevance.

Staffordshire, for example, has chosen ten objects displayed in its museums. The largest are the steam powered beam engines at Claymills Pumping Station. Pottery contributions include a W. Davenport & Co. bone china plate from Stoke-on-Trent Museums, one of 24 dessert plates for the Royal table of the meal to celebrate Queen Victoria's accession to the throne held in November 1837. A Wedgwood dessert plate from Wedgwood Museum, Barlaston, Stoke-on-Trent, was part of a service commissioned in 1773 by Empress Catherine II of Russia. It was the first dessert plate to be decorated and because it was incorrectly painted did not get sent to Russia. A porcelain lidded teapot displayed at the Borough Museum, Newcastle-under-Lyme, was made between 1744-47 and excavated from the site of William Steers potworks in Newcastle-under-Lyme, representing early porcelain production in North Staffordshire and marking the beginning of the industry in the area. An unusual exhibit is a tin of Evo-Stik impact adhesive from the Shire Hall Gallery in Stafford. This was manufactured by Evode Chemical products in Stafford, a company with a long history formerly being Dove Polishes and Spic and Span Shoe Polishes, supporting the large shoe industry in the town. Finally, there is a prototype self-contained breathing apparatus from the Museum of Cannock Chase, manufactured by the Siebe Gorman Co. between c1914 and 1972 and used for mines rescue including the Hednesford Central Rescue who owned this object.

Many interesting artefacts are highlighted by the project. For the contributions from Staffordshire and other counties, visit the History of the World website:

[www.bbc.co.uk/ahistoryoftheworld](http://www.bbc.co.uk/ahistoryoftheworld).

Claymills Trust

## The BIAS/Brunel Prize

The Bristol IA Society is very much concerned with the industrial archaeology of Bristol and Bath and the country towns and villages round about. A small prize of £150 is offered every other year as a result of the Brunel Society bequeathing funds to BIAS a few years ago. The BIAS/Brunel Prize is for an original study or a record of any facet of local industry, preferably in an archaeological context.

The first award, in 1996, was shared between a survey of the disused Rolls Royce aero-engine West Works at Filton as it was demolished, and an account of the iron works of John Lysaght in and around Bristol from 1857. Since then, prizes have been awarded for investigations into the history and surviving features of the mines and works at Wick which produced yellow and red ochre; the development of canal lifts, putting into context local examples such as Weldon's caisson lock at Combe Hay, and Fussell's balance lift which was tested at Mells; the reason why William Smith lent his name to the attempt to find coal at Batheaston; the development of the Bristol Axial Bus Engine; and most recently and exceptionally, for a scholarly work on the unsuccessful efforts of Marc and Isambard Brunel to produce a novel 'gaz engine'.

Entries for the next BIAS/Brunel Prize will be judged after the closing date of 31 August 2010. Entries should consist of a written report or record conforming to the guidance notes for BIAS Journal. Entries should not have been published elsewhere nor submitted for another prize competition. Further details may be had from the Editor, Mike Chapman, 51 Newton Road, Bath BA 1RW, or from Owen Ward, 77 Hansford Square, Bath BA2 5LJ.

## Russell Frears and Bath's industrial heritage

Russell Frears the inspiration and founding trustee of the Bath Industrial Heritage Trust, which runs the city's Museum of Bath at Work, has died after a long illness. Russell led the movement to preserve the contents of the engineering and soft drinks making firm of J. B. Bowler & Sons in the late 1960s when the firm closed down. In 1976 he helped form the charitable trust to

guarantee the collection's survival and to set up a museum, to display this collection and a host of other historic material from Bath's working history. In 1978 the Camden Works Museum was opened officially by the Duke of Gloucester and the museum, now known as the Museum of Bath at Work, has flourished ever since.

The initial conception of the museum, its layout and interpretation was almost exclusively the work of Russell Frears and its success as a tourist attraction and treasure house of the city's working history is, in large part, down to his inspiration and drive. He remained a trustee throughout and was latterly Secretary of the Bath Industrial Heritage Trust Ltd.

Director of the museum Stuart Burroughs says 'The Museum of Bath at Work would not exist if it had not been for Russell's inspiration and vision from the late 1960s a neglected aspect of the city's history, its working and commercial development, would not have been presented for residents and visitors to Bath. He will be greatly missed by all those involved and who have been involved in the museum over the years and he should be remembered with all those with an interest in the city's industrial and working life.'

## Victorian Society's endangered buildings

The Victorian Society is seeking the ten most endangered historic buildings in the country. The endangered buildings campaign, now in its fourth year, aims to highlight the problems facing many of our historic buildings. 'People expect us to be obsessed with the past, but the reality is we are obsessed with the future. We want to ensure that the best examples of Victorian and Edwardian architecture are still there for future generations to enjoy', says Dr Ian Dungavell, Director of the Victorian Society.

Buildings do not have to be listed to be nominated but they should be at risk, perhaps of demolition, from insensitive development or simply neglect. In fact this is the chance to highlight buildings which are not listed. They need to have been built between 1837 and 1914. Buildings

nominated in the past include mills and factories, public baths, churches, town halls and stately homes. This year's nominations will be considered by the Society's experts on architecture and conservation, and a Top Ten will be published in the autumn.

Make your nomination industrial of course!) through the website:

www.victoriansociety.org.uk .

### Old Dartmoor railway revealed

Conservation volunteers have spent two years clearing 900 metres of the Plymouth and Dartmoor Railway at Clearbook, where they have revealed 200 of the original granite sleepers. The horse-drawn railway was opened in 1823-6 by Sir Thomas Tyrwhitt to exploit the resources of western Dartmoor, and it ran for 25 miles from Princetown down to wharves at Plymouth where the main export was granite. The line was replaced by the GWR's standard gauge Princetown Railway (1883-1956) and today part of the old route is used as the Drake's Trail cycle route. The restoration work was funded by the Dartmoor National Park Authority, Dartmoor Trust and Dartmoor Sustainable Development Fund.

### Farewell to Swan Hunter cranes

The last two cranes at the famous Swan Hunter shipyard site at Wallsend, Tyneside, have been felled. The cranes, dating back to the 1930s, were brought down by controlled explosions in early June. Owners of the site, Shepherd Offshore, are replacing them with two new cranes with a capacity of 200 tonnes each. Renewable energy and the construction of wind turbines are seen as the site's future.

### Spanish grain silo heritage

A new website about the Spanish agricultural and food production heritage has been set up, with the support of the University of Seville. In particular it concerns the industrial heritage of the National Network of Silos and Granaries built in Spain between the years 1949 and 1984 under the direction of the Wheat National Service, and its successive denominations (Cereals

National Service, SENPA and FEAGA), all of them depending of the Spanish Agricultural Ministry. The project has shown a great potential, with records of 672 silos and 277 granaries, although some units had been already lost. See [www.silosygraneros.es](http://www.silosygraneros.es) (in Spanish)

### Haiti engine survives earthquake

The accompanying photograph shows the engine of the Hannibal Price sugar plantation in Jacmel, Haiti. The beam engine was produced at the Lindsay Ironworks near Liverpool and is dated 1818. Photographs of this engine in a derelict and overgrown state were published in *IA News 149*, page 6.

I took this new photograph on 4 February when then on a Coordination Mission by ICOMOS and Haitian authorities for the international heritage relief following the earthquake of 12 January. The engine and water channels running on the site of this old sugar plantation survived but the remaining chimney stack of the boiling hall is now sadly a pile of bricks.

*Dinu Bumbaru*

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*The 1818 steam engine which survived the earthquake in Haiti earlier this year*

*Photo: Dinu Bumbaru*

## Middlesbrough transporter bridge reopened

Middlesbrough's transporter bridge across the Tees was closed for a month in May-June to renew the electric motors which have been in place for nearly a century. Re-opening of was briefly delayed by poor weather. The Grade II listed bridge, which is 225 ft (69 m) high and a symbol of the area's industrial heritage, celebrates its centenary

next year. The suspended gondola can carry six cars or 200 passengers.

## Save our Pavilion

The Peak District Mining Museum has been housed in Matlock Bath's Pavilion since 1979, but its presence there has been put in doubt because the owners, Derbyshire Dales District Council, are considering options for the future of the building. It will cost a great deal of money to put the pavilion in good order, so one option is to sell it to a

private buyer. As a result, the Save the Pavilion Group has been established with a vision of how the building could be restored to its former glory. Visit their website: [www.savethepavilion.co.uk](http://www.savethepavilion.co.uk).

## Save our Stones

Part of the weir/goit at Burley-in-Wharfedale for the now defunct Greenholme mills includes some water control stones installed to protect the weir and/or the river bank. A Right of Way exists across

these stones, which are part of Burley's industrial heritage, but they are in danger of being lost due to neglect. Bradford Council have acknowledged they have a responsibility to maintain the stones but only to their condition in the 1950s when they were accorded Right of Way status. A Save Our Stones campaign is seeking old photos of these stones from the 1950s. Details can be found on the website: [www.saveourstones.webs](http://www.saveourstones.webs)

## REGIONAL NEWS

### Greater London

At King's Cross railway station a new extension is being built at the southwest corner which will become the entrance to the station. There are to be additional shops and the whole is to be covered by a new roof said to resemble a 'bracket fungus'. An extra platform is being added at the east side of the station in what used to be the carriage road. Plans to rebuild the famous St Pancras gasholders on a new site to the northwest are presently on hold following the downturn in the economy. Work is going ahead for the new University of the Arts which will occupy the grade II listed Granary complex to the north of the Regent's Canal. The Granary itself will house the Library and reception area. Hot water and electricity will be provided by a combined heat and power station at 1-3 Canal Street. The University is due to open in September 2011.

At Markfield Road in the Lea Valley the engine house and its surroundings have undergone a radical transformation. There has been such improvement that people who took part in the visit following the AIA Conference at Hatfield in August 2004 would hardly recognise it. Windows have been installed in the engine house and the 1886 Woolf compound beam engine is now regularly steamed (see [www.mbeam.org](http://www.mbeam.org)). Money was made available by the Heritage Lottery Fund.

The year 1909 is highly significant for British aviation. That year the young Alliott Verdon-Roe, a doctor's son, made the first flight by a British pilot in a British built aeroplane from Walthamstow Marshes in the Lea Valley. Also in 1909 while in Walthamstow, Roe set

up the Avro company with his brother Humphrey. In this way the British aviation industry was started.

These historic events were celebrated in style on Sunday 12 July 2009 in a marquee set up on the Marshes and Eric Verdon Roe, grandson of A. V. Roe, was a prominent figure throughout the day. Eric had known his grandfather up to the age of six when the old man died at the age of nearly 81. Eric Verdon was quite the star of the day. He made a polished speech in the morning and gave an afternoon lecture in a nearby tent, arranged as a lecture theatre. His well-prepared address contained a good deal of biographical detail and there were interesting personal memories of his famous grandfather. A. V. Roe was a top class athlete who had the ability to cycle from Manchester to London in a day, to save the rail fare. A novel bicycle designed by the great man towards the end of his life was on display.

Other speakers were David Rowlands, Past President of the

Royal Aeronautical Society and Dr Jim Lewis, the well-known local historian of the Lea Valley. Some readers may remember him at the AIA Conference in Lincoln in September 2009. Jim launched three of his new books on the Lea Valley at the A. V. Roe event.

The replica Avro triplane built by a team of ex-BAe Systems employees was impressive and appeared very authentic. It was on display in the marquee used in the morning for hospitality and speechmaking, and what a fitting backdrop. Powered by a period JAP engine of 6 horsepower it is intended to try flying the machine at a later date. The team seemed relatively confident of success. Initially the idea of building a replica came from Mr Lindsay Collier and Mr Eric Verdon Roe funded the materials.

However, it is reported that attempts to get the machine airborne at RAF Woodvale, Formby, Merseyside, in November 2009 were not successful. Health and safety requirements dictated that

compared with A. V. Roe's original machine a hundred years ago an additional 60 lbs in weight had to be carried in the shape of a substantial Vulcan-bomber seatbelt system, extra steel struts and joints and additional wires. It seems this extra weight was just too much for the old JAP engine to cope with and fitting a larger engine might not be appropriate. The empty weight of the whole triplane was only 300lbs. However a more efficient propeller is to be fitted and the arrangement of the engine's transmission improved. There are to be further attempts to fly.

A. V. Roe and Company (Avro) was a major part of the British Aviation industry responsible for the Avro 504 of World War I, the Lancaster bomber and the Avro Vulcan. Originally established at Brownfield Mills in Ancoats, Manchester, it became part of British Aerospace. Alliott Verdon-Roe called his first triplane 'The Blues' acknowledging the braces manufactured by his brother's firm



*Eric Verdon Roe, at the centenary celebration of his grandfather's historic flight*  
Photo: R J M Carr



*The replica Avro triplane of 1909*

*Photo: R J M Carr*

which helped pay for the machine. His brother Humphrey married Marie Stopes in 1918.

On the East London Line from Dalston to New Cross and New Cross Gate, the test-running of trains through the Brunel tunnel under the Thames started in February 2010. Over the weekend 12-13 March the Brunel Tunnel was open for pedestrians but as might be expected this was a very popular event and tickets, available from the LT Museum, ran out quickly. Having been closed to rail traffic since 22 December 2007, a passenger service of eight trains per hour from Dalston to New Cross Gate finally started at midday on 27 April. A full service of 12 trains per hour through the Tunnel was due to start on 23 May with some trains running through to Crystal Palace and West Croydon. At the north end of the line a completely new four-platform station has been built at Dalston Junction. Trains should be running further west from Dalston to Highbury & Islington by May 2011.

When the Thames Tunnel was closed for works in 1995, there was enormous consternation with a dramatic letter to *The Times* newspaper: it was realised that the Tunnel itself was unlisted, and that it was going to be lined with shotcrete and a waterproof membrane. At the very last minute in March 1995 the Tunnel was listed grade II\*, although many thought grade I would have been more appropriate (see Malcolm Tucker's article 'The Thames Tunnel Saga' in *IA News* 97, Summer 1996).

In Shoreditch the Foundry, Great Eastern Street EC2, was due to be demolished in April this year despite

protest. It was a Midland Bank and the basement is interesting. It has a turntable, still working, which was used to move ingots about. The Foundry is to be replaced by a 17-storey hotel. A campaign to save the Light, Shoreditch High Street E1, has had some success. It is a former electricity generating station for the Great Eastern Railway dating from 1893.

At the White City in West London two red-brick buildings listed grade II have been incorporated into a new bus station. There was a spirited local campaign to save them. They were part of the coal-fired electricity generating station of 1898-9 for the Central London Railway, which became the Central Line. In recent years they were used by the Dimco machine tool company.

A remarkable archaeological discovery was made in 2008 at Granite Wharf on the riverside at Greenwich. A large timber tide mill of the 12th century was unearthed, a nationally unique discovery involving the only known example of an early medieval waterwheel which would have been about 17 feet in diameter. A substantial portion of the wheel was found. It was of lightweight construction, complete with paddles and spokes and had about 12 radial spokes and 60 paddles each one held in place by wooden starts or pegs, jammed in place with wedges. The remains of the mill were covered by layers of waterlogged silt, clay and peat and were within and on top of the peat on a thick foundation of chalk rubble. The preservation beneath the floodplain deposits of the River Thames was superb.

In plan the mill was well over 30 feet square and constructed mostly of large prepared oak beams up to one foot by two feet in cross section. These were axe-cut and numbered to aid assembly on site. The carpentry was sophisticated including tusk-and-tenon joints. Some of the oak trees were felled in 1194 and this dates the large beams. The lower superstructure of the headrace, the wheel pit and part of the tailrace were still extant. No evidence was found of sawn timbers, everything in the entire structure had been cut by axe.

Located about 90 feet inland from the present foreshore, this was an important example of medieval engineering intended for industrial scale production. Key timbers including the 20 feet long dugout timber trough which fed water to the wheel and the remains of the wheel itself went to the York Archaeological Trust for conservation. The new housing development now taking place on the site will be known as Greenwich Wharf, a title formerly applied to this stretch of the riverside.

To the north of the tide mill site, at Morden Wharf, the former Tunnel Refineries or 'Tunnel Glucose' by the Blackwall Tunnel used to convert wheat from East Anglia into a number of products including wheat proteins, glucose syrup and alcohol for the drinks industry. Until recently known as Amylum UK (amyllum is Latin for starch) the company was sold to Syral in 2007. The works was closed at the end of September 2009, equipment was removed for use elsewhere and demolition started. Not only are the plant and the concrete silos on the riverside being removed but the two jetties north and south of the silos are to go. An attempt to get the silos listed was unsuccessful. On 24 September 2009 a photographic recording visit to the Syral site took place with some members of GLIAS included in the party. Demolition has been taking place away from the riverside and the silos were to be demolished by explosives in February 2010. However there has been a change of plan and now a long-reach cruncher is to nibble them from the top down.

*Robert Carr*

### North West England

Last year we reported that the Anson Engine Museum at Poynton in Cheshire had hoped to get their S.S.Stott engine in steam by July, but unfortunately this did not happen. There are hopes that it will be in steam this summer, but currently it is being turned over by electric motor. Check their website for progress ([www.enginemuseum.org](http://www.enginemuseum.org)). But congratulations are due to Geoff Challinor, Chairman of the museum, for the award of MBE in the New Year Honours list for services to Industrial Heritage.

The Hopes Carr area of Stockport was a site of early textile mills in the town, originally silk and later cotton, but in recent decades the area has become increasingly derelict, occupied by marginal businesses, and a number of serious fires have swept through the area. This included the destruction of an early silk throwing mill on Hillgate in 2003. By 2009 only a single mill stood standing isolated on Hopes Carr itself, the Middle Mill a non-fireproof building with a date of 1826 on one of its rain-water heads. Walking home on the evening of 26 November 2009 I detected smoke in the air, 'I know exactly what that is' I thought, and I was right, the last mill in Hopes Carr had gone up in smoke. There have been various development proposals for the area over the years and we were assured that they included the surviving mills, but amazingly within weeks of the destruction of this remaining mill, notices of a new planning application were posted in the area. Apart from losing all its early mills, Stockport has exercised little vigilance over its purpose built hat works. However, although the majority of the Chestergate Hatworks of 1907 has been demolished over the last year, action by the Conservation Officer saw the main building fronting King Street West added to the local list and saved from demolition, although at the time of writing it awaits further use.

The survey of Textile Finishing Sites in Greater Manchester by Peter Bone reported in *IA News* 149 (Summer 2009, pp11-12) is progressing, but not as fast as had been hoped for. Peter had been hoping to cover three districts a year, but he reports in the Newsletter No.132, June 2010, of the Manchester Region Industrial



*The Greenwich Tide Mill excavation in progress*

Archaeology Society (MRIAS) that it has turned out to be a much larger task than expected, with many more sites than anticipated. As a result it has taken over a year to cover Rochdale and make a start on Bury and Bolton. At this rate it would take 8-10 years to complete the survey, rather than the three years hoped for. So to speed things up he is now looking to build up a team of helpers. If you are able to help, contact him on Tel: 01706 838106 or e-mail: pcbone@btinternet.com.

Peter Bone also reports that a team from MRIAS was able to survey the water wheel driven pump at Mount Sion Print Works, near Radcliffe, Lancashire in early April 2010. Much still survives, but the whole site has become considerably overgrown from when George Watkins photographed it in 1970 and the masonry is in danger from tree roots.

In Burnley what was clearly an early mill building in Exmouth Street disappeared over the past year. Although this has been described as a spinning mill, its appearance suggested it could have been an early hand-loom factory. Nearby Finsley and Healey Royd Mills have been empty and under threat of demolition for some time. In fact at Healey Royd Mill, which was a combined spinning and weaving mill, the weaving sheds have been demolished, but work has then ceased. Presumably development proposals for these sites have been a victim of the recession. Moving onto Brierfield, Brierfield Mills was another combined spinning and weaving site, one of the few listed mills in East Lancashire. Latterly

used by BSN Medical, they moved out in 2008 and, rather like Egyptian Mills in Bolton reported last year, there are now proposals to convert the mill for use as an Islamic Girls Boarding School.

Multi-storey spinning mills are much more amenable to re-use for purposes such as housing or Islamic Girls Boarding Schools, than single storey, north-light roofed, weaving sheds. Nevertheless, when weaving ceased, many weaving sheds were put to alternative uses, particularly warehousing and engineering. Some mills have survived in these alternative uses for much longer than they were used for their original purpose. The giant 3,000-loom Bankfield Shed in Barnoldswick had been used for weaving for only 30 years before being turned over to Rolls-Royce for aero engine production during the Second World War. Seventy years later it is still used by Rolls-Royce, who announced expansion plans in 2009, although things are looking less certain a year later. However, elsewhere alternative uses have themselves come to an end, putting sheds under threat of demolition. For example, the occupiers of Pendle Street Shed, Nelson, a large room-and-power weaving mill of 1884 seen during the AIA 2007 Preston Conference, have moved out and a planning application was submitted earlier this year to demolish and build houses on the site. This application was thrown out by the Council on the basis that the housing was of too high a density and would generate too much traffic. Further developments are now awaited. Also in Nelson,



*The early mill building, possibly a hand-loom weavers shop, in Exmouth Street, Burnley, which has been demolished over the past year  
Photo: Roger Holden*

Malvern Mill, built in 1911-12, is on offer as a development site rather than as a building for re-use. On the other hand, in Earby Albion Mill was re-occupied for warehousing in December 2009 after the previous users, Damart Clothing, had moved out in July. Damart had occupied the mill since cessation of weaving in 1978. A local councillor commenting on the mill being acquired for further use even described it as a 'superb building'.

Concerned that weaving sheds were too readily being demolished when they could have been re-used, Design & Heritage Pennine Lancashire, with the support of English Heritage, the Heritage Trust for the North West, the Lancashire County Council and local authorities commissioned a study by Purcell Miller Tritton into the re-use of weaving sheds. The object was to provide a practical guide to all those involved in the conservation and

development of north-light weaving sheds and to generate enthusiasm for their retention and re-use. The resulting report Northern Lights: The Pennine Lancashire Northlight Weaving Shed Study is available for download on the Lancashire County Council web-site (the easiest way to find it is to put the title into Google). One criticism of the report would be that it fails to take note of the fact that, particularly in the Burnley and Pendle areas, many weaving mills had multi-storey warehouse and preparation blocks in addition to the north-light weaving shed itself. This would need to be taken into account when considering re-use of a site, it would be unfortunate if this report led to re-use of weaving sheds while warehouse blocks, which are an integral part of the mill, were demolished as unimportant.

The demise of the University of Manchester Archaeology Unit and the creation of the new Salford



*Brierfield Mill, a rare example of a cotton spinning mill in East Lancashire, proposed for conversion to an Islamic Girls Boarding School. Note the terraced housing which has been empty and boarded up for several years as a result of a misguided council 'regeneration' project  
Photo: Roger Holden*



*The appropriately named Complete Demolition contractors completing the demolition of Middle Mill, Hopes Carr, Stockport, after the fire of 26 November 2009. Note the burnt-out shell of another building behind, the result of an earlier fire*

*Photo: Roger Holden*





*Pendle Street Shed, Nelson, Lancashire, is a fine example of a room-and-power weaving mill of 1885. It has already lost its chimney and boiler house, and now faces a threat of total demolition*  
 Photo: Roger Holden

University Centre for Applied Archaeology was dealt with in *IA News 153*, Summer 2010, p13. Oxford Archaeology North, based in Lancaster, report a number of fieldwork projects on industrial sites over the past year, including nineteenth-century collieries, textile finishing works, iron works, transport, and workers' housing. Colliery sites have included Bradford Colliery, Manchester; Pewfall Colliery, Ashton-in-Makerfield; Windle Colliery, St Helens and Oak Colliery, Oldham. The excavations at Bradford Colliery, for example, exposed the well-preserved buried remains of numerous structures on the pit bank, including winding and fan engine houses together with the foundations for a bank of six Lancashire boilers. Also in East Manchester, excavation was carried out at Bradford Iron Works, an early provider of wire for submarine telegraph cables. Textile finishing sites were surveyed at Plantation Mill, Accrington; Springwater Works, Whitefield and Tootill Bleachworks, Bolton, excavations at the latter revealing elements of a beam engine house and stone bleaching vats. Workers' housing was excavated at Angel Meadow, Manchester and Bottling Wood, near Wigan. Bottling Wood was a centre for the domestic production of nails.

In Liverpool, Oxford Archaeology North have been involved with the excavation of the Old Dock since the initial discovery of buried remains in 2001. The completion of this programme was marked in April 2010 by the opening of a new interpretation and visitor

centre known as The Old Dock Experience. They have also recently carried out an English Heritage Level III-type survey of a late nineteenth-century jetty into Morecambe Bay near Hest Bank, which was built to provide a link between local coastal traffic and the Lancaster & Carlisle Railway. Whilst clearly representing a sizeable capital investment, the substantial stone-built jetty was only in use for about 20 years, and became completely buried subsequently. In recent years, however, the well-preserved remains have been exposed by coastal erosion.

Despite its rich industrial history, the North-West has, unlike other regions, never managed to sustain a regular series of regional IA conferences. The last was organised by MRIAS in 2007, but this year the Merseyside Industrial Heritage Society have organised a conference at the National Waterways Museum, Ellesmere Port, Cheshire, on Saturday 25 September, details are in the Diary section.

Roger N. Holden

### South East England

The decline of large-scale industry in the south-east is exemplified by the continued demolition of the buildings of the Manor Royal industrial estate in Crawley as manufacture moves abroad. Built in the 1950s, as part of the development of the new town, many with distinctive barrel roofs, they have been replaced by accommodation for such enterprises as a media centre and fast-food

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outlets. The largest of the units, occupied by the electronics firm MEL, was demolished at the end of 2009.

Elsewhere in the region, the former cement works at Northfleet and Halling in Kent are being cleared. The last remaining part of the Aveling and Porter works at Strood has now been demolished, although this firm moved to Grantham in the early 1930s and survives as part of the Aveling-Barford company. The Parker Pen factory at Newhaven will finally close in 2010. Production is being transferred to Nantes in France.

A museum entitled the 'No. 1 Smithery' is to open at the Chatham Historic Dockyard in July 2010. This has been created in partnership with the National Maritime Museum and the Imperial War Museum to house a great collection of artefacts, models and art together with educational facilities. The preserved and restored building in itself is an exhibit. The Victualling Inshore Craft *VIC96* arrived at Chatham in August 2009. It was built in WWII on the lines of the Scottish 'puffer' and served at Chatham and Sheerness. It

was renovated by a trust formed by twelve North Kent enthusiasts, and joins its sister vessel *VIC56* which has been at Chatham since 2005. The steam tug *Barking* is now in preservation at Faversham Creek. It was used to transport materials for the Beckton gasworks.

Rochester Common has been cleared for development. No archaeological investigations of industrial sites on the Common appear to have been carried out, which include the eighteenth-century Ross shipyard where East Indiamen and 3rd rate battleships were built.

The Folkestone Harbour branch railway has been closed, and the future of the line, viaduct, station and other buildings is now uncertain. Public consultations have been held about plans for the future of Folkestone Harbour and seafront. Another railway at threat is the Sittingbourne and Kemsley Light Railway, with its early pre-stressed concrete viaduct, now that the older buildings of the Lloyds paper mill have been demolished. A regeneration scheme for the whole area is likely to be proposed.



*Stuck in concrete but going away. The Calshot Spit light vessel in Southampton's Ocean Village is soon to find a new home*  
 Photo: Peter Stanier



*The lighthouse at the foot of the famous chalk cliff of Beachy Head may soon become redundant. The 1902 granite tower has been unmanned since 1983*  
 Photo: Peter Stanier

In Hampshire the Explosion! Museum at Gosport has been taken over by the Portsmouth Naval Base Property Trust, and following negotiations with Gosport Council the Trust plans to run a ferry across Portsmouth Harbour to link with the dockyard. There are plans to develop other buildings on the site, with the possibility of new homes and a pub. The Heritage Lottery Fund has granted nearly £2m to enable a new visitor centre and other facilities to be provided at Fort Nelson, one of the Palmerston chain of forts on Portsdown Hill. £1.5m is being raised in matching funds.

Demolition work began in February of PS *Ryde* berthed at the Medina marina on the Isle of Wight, but had to cease because of the presence of asbestos. The present status of the work is not clear, but the PS *Ryde* Trust has been assured that every effort will be made to ensure that the vessel will be carefully recorded and any key features retained for use in other historic vessels.

In Southampton Docks, it was expected that the Calshot Spit light vessel would be moved in mid-June from Ocean Village to Berth 49 in the Eastern Docks, adjacent to the new Ocean Terminal. Funding is being provided by Barratts, the developers of the site, and PRISM.

This move required the manufacture of a cradle to allow the vessel to be transported by road to the docks, where it will be thoroughly inspected and a restoration programme set up. The hull has been found to be very sound. Proposals have been announced for a new museum complex at Trafalgar dry dock and Berth 50, the centrepiece being a new aviation museum to replace Solent Sky and to be named Aeronautica. The complex will also accommodate ships such as the tug tender *Calshot* and ML *Medusa*. A replica of the stern of *Olympic* is proposed to be located in the dry dock. The scheme includes arrangements to allow the public into parts of the docks. Funds have yet to be found for this multi-million pound scheme. A feasibility study will be launched later this year.

The portable airship hangar at Farnborough has been listed Grade II. For many years it was divided into upper and lower parts and incorporated in other buildings, but these have now been reunited and located with other historic structures in what is now the Farnborough Business Park.

In Sussex, the Beachy Head lighthouse is one of six listed for closure by Trinity House, on the grounds that they are redundant now that ships carry satellite

navigation equipment. At the Amberley Museum the de Witt lime kilns are being restored in the biggest project in the museum's history. Work began early in 2010 following the receipt of a grant of £400,000 from the Heritage Lottery Fund. This work involves structural repairs and strengthening and making the top of the kilns waterproof. The insides of the kilns will also be repaired and the railway tracks on either side replaced, together with shedding over the west platform. The latter will provide a location for volunteers to repair wagons. The final stage will be to improve the access paths, provide viewing points and interpretation boards and exhibits. Opening of the restored kilns is expected early in 2011.

Work is continuing on the Wey and Arun Canal to continue the canal to the next lock at Southland, north of Loxwood. A legacy has enabled work to start at Shalford at the junction of the canal with the Wey.

East Grinstead station on the Bluebell Railway, at the junction with the main line, is well advanced. The official opening of the new platform is scheduled for September 2010. Track has been laid south of the station as far as the Imberhorne cutting, which will allow the rubbish filling to be removed by rail.

A Sussex Hydropower Group was formed in early 2010, and an initial meeting held with representatives from the Ouse Valley Energy Services Company and from six of the watermills in Sussex. The objective is to consider the possibilities of creating modern small-scale hydro power stations.

At Ockley in Surrey the reconstruction by Peter James of the smock mill, of which only the round-house remained, is proceeding with the wooden superstructure complete by March 2009. This has been constructed using as far as possible the original methods and materials. The interior is being fitted out as a dwelling. The tallest post-mill in the UK, at Tadworth in Surrey, is being repaired by Reigate and Banstead Council, at the expense of the owner, who is looking for a trust to take over. It last worked in the 1920s and damage inflicted by bombing in WWII was repaired in 1950. Since then little work appears to have been done.

At Brooklands on 21 November 2009 the Vickers Vimy exhibition was opened. The Vimy replica will be maintained there in an airworthy condition and will be capable of ground running.

*Alan Thomas*

**Local Society and other periodicals received**

Abstracts will appear in *Industrial Archaeology Review*.

- Dorset Industrial Archaeology Society Bulletin*, 27, May 2010
- Greater London Industrial Archaeology Society Newsletter*, 247, April 2010, 248, June 2010
- Hampshire Industrial Archaeology Society Focus*, 74, June 2010
- Hampshire Industrial Archaeology Society Journal*, 18, 2010
- Hampshire Mills Group Newsletter*, 89, Summer 2010
- Historic Gas Times*, 63, June 2010
- Journal of the Worcestershire IA & Local History Society*, 38, Spring 2010
- Merseyside Industrial Heritage Society Newsletter*, 300, Summer 2010
- Museum of Bath at Work Newsletter*, Summer 2010
- Northamptonshire Industrial Archaeology Group Newsletter*, 114, Spring 2010
- North East Derbyshire Industrial Archaeology Society Newsletter*, 38, May 2010
- Scottish Industrial Heritage Society Bulletin*, 55, June 2010
- Surrey Industrial History Group Newsletter*, 175, May 2010
- TICCIH Bulletin*, 48, 2nd quarter 2010
- WaterWords: News from the Waterworks Museum, Hereford*, Spring 2010
- Yorkshire Archaeological Society Industrial History Section Newsletter*, 79, Late Spring 2010

**Books**

*Brick & Tile Making in Alderbury*, by David Algar, Ken Grinstead & Brian Johnson, Alderbury & Whaddon Local History Research Group, 2008. 32pp, 31 illus. ISBN 978-0-9538004-5-2. £3.00 plus 30p P+P from 'Hawthorns', Old Road, Alderbury, Salisbury, Wilts SP5 3AR.

Alderbury lies to the east of Salisbury in Wiltshire. This small publication traces the history of tile making back to the thirteenth and fourteenth centuries when tiles were made for the nearby royal palace at Clarendon. The site of the tile works remains a mystery, so there is room for future fieldwork. The rest of the book describes the history and production of hand-made bricks at Whaddon Brickworks witnessed during a visit back in 1966. A good selection of photographs and drawings also illustrate the processes of clay digging and preparation, throwing the bricks, drying the bricks, loading the kiln and firing the kiln, which took place just twice a year. The works closed soon afterwards and its site disappeared beneath the Alderbury bypass in 1976. Although describing a specific rural brick and tile making site in Wiltshire, the book is highly readable and much is of relevance to anyone interested in the subject.

*Ferries of the Lower Thames*, by Joan Tucker, Amberley Publishing, 2010. 222pp, 108 b&w & 25 colour illus. ISBN 978-1-84868-968-8. £19.99.

The author of *Ferries of Gloucestershire* (in similar format but for another publisher) moves downriver for this study of the Thames from Staines to Yantlet Creek near Gravesend, the first of two planned surveys of the river. An eastwards route is followed in fourteen chapters, using the already tried-and-tested format of an essay on each ferry crossing, however minor, providing a series of stand-alone summaries. This works well in handling a mass of detail in readable format. Some ferries deserve longer treatment, Woolwich for example, 'the best known of all Thames ferries', free to use and in operation now for over 120 years. There are sections on the London Stone at Staines, marking the western boundary of the jurisdiction of the Lord Mayor and Corporation of the City of London, and on the London Stairs, a vanishing feature of river life (including a useful listing). The

Watermen are also described. Well illustrated, including a batch of colour material, there is also good use of period maps. The volume lacks an overall site map, which would admittedly be very crowded, and instead OS Explorer map references are given for many entries. Thankfully, end notes, bibliography and index are all provided.

*Isambard Kingdom Brunel Through Time*, by John Christopher, Amberley Publishing, 2010. 96pp, 180 illus. ISBN 978 1 84868 963 3. £14.99.

Using colour or sepia throughout, this attractive book illustrates some of Brunel's finest achievements. This is mainly a picture book, but brief summaries begin each of its three main sections. Of special interest are the historic images set next to modern photographs sometimes taken from the same view point. The short introduction includes pictures of the Thames Tunnel between Wapping and Rotherhithe. Under railways, much space is devoted to the Great Western Railway and its works between Paddington and Bristol Temple Meads stations, with sites along the way such as the Maidenhead Bridge, Swindon works and village, Box and other tunnels, Bath station and Bristol Temple Meads. We are also shown Stroud and Frome stations. Further west is the South Devon Railway, with the failed atmospheric system along the coast near Dawlish, the route of which is now highly atmospheric in the scenic sense. The bridges section includes the Clifton Bridge, completed after Brunel's death, the magnificent Royal Albert Bridge at Saltash, the Chepstow Bridge (since replaced), Brunel's swing bridge at the entrance to Bristol Docks, and his viaducts in Cornwall. The final section deals with his steamships, principally the *Great Britain*, with pictures illustrating her restoration since returning to Bristol in 1970, and the giant *Great Eastern*.



**A BOOK OF BRIDGES**

*An Encyclopaedia of Britain's Bridges* by David McFetrich is a fascinating and authoritative compendium that describes more than 1,650 bridges throughout Britain and is the most comprehensive single volume on the subject yet published. A high-quality hardback book of 352 pages with approx. 700 illustrations, mostly in colour, it also contains general entries on types of bridges and how they work, and lists record-breaking bridges in 50 categories. The anticipated publication date is September 2010. The book will be published by Priory Ash on a subscription basis at £45 (incl p&p) in September, and will not be available in shops. Therefore to be sure of securing your copy, please contact the publisher Priory Ash, 2 Denford Ash Cottages, Denford, Kettering, Northants NN14 4EW, or email: prioryash@googlemail.com, as soon as possible. All books will be individually signed by the author, and all those ordered before it goes to press will contain a list of subscribers. The print run will be dictated by demand, so order now as there may not be another opportunity.

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**1-5 SEPTEMBER 2010  
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at Tarrant Hinton, near Blandford Forum, Dorset. Now in its 42nd year and one of Europe's largest outdoor events, this 'national heritage show' has something for every interest. For details, see [www.gdsf.co.uk](http://www.gdsf.co.uk).

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**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](mailto: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](mailto:john113atkinson@btinternet.com) or Tel. 01299 832338. Website: [www.milestonesociety.co.uk](http://www.milestonesociety.co.uk).

**16 OCTOBER 2010  
EMIAC 80: A TASTE OF  
LINCOLNSHIRE**

at University of Lincoln Holbeach Campus, Spalding, on the theme of Food and Farming in the Fens, hosted by the Society for Lincolnshire History and Archaeology. Papers include the

changing scene in agriculture, fenland farm machinery, farming today and processing. For details, contact N.R. Wright, EMIAC 80, 32 Yarborough Road, Lincoln LN1 1HS.

**11 NOVEMBER 2010  
EAST MIDLANDS  
INDUSTRIAL BUILDINGS  
DAY SCHOOL**

in Long Eaton, organised jointly by AIA and CBA. Topics will include the lace, cotton and hosiery industries of the East Midlands. See AIA website for more details: [www.industrial-archaeology.org](http://www.industrial-archaeology.org).

**FEBRUARY 2011  
NORTH WEST INDUSTRIAL  
BUILDINGS DAY SCHOOL**

at Lancaster, the last in the regional series organised jointly by AIA and CBA. Advance notice only, date to be announced when available on the AIA website: [www.industrial-archaeology.org](http://www.industrial-archaeology.org).

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



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*The AIA was established in 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist survey groups and bodies involved in the preservation of industrial monuments, to represent the interests of Industrial Archaeology at national level, to hold conferences and seminars and to publish the results of research. The AIA publishes an annual Review and quarterly News bulletin. Further details may be obtained from the Liaison Officer, AIA 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.



*Dining out in the old town of Rouen for Dinner, chez Paul – naturally! Paul Saulter appears with some AIA regulars (see inside, page 2)*

*Photo: John Porter*