

INDUSTRIAL ARCHAEOLOGY NEWS

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THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

FREE TO MEMBERS OF AIA



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INDUSTRIAL ARCHAEOLOGY NEWS 156 Spring 2011

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COVER PICTURE

Heritage of Industry visit inside the Alexandria Port
Authority Building

Photo: Bill Barksfield

Our first Honorary President retires

At the AGM in Cornwall in September this year, Professor Angus Buchanan stood down from the position of Honorary President which he had filled for three terms of three years, from 2001-2010. This new role was created at the AGM in Cambridge in 2001, when Council decided that the increasing activities of the AIA meant that both a Chairman and a President was necessary if AIA was to fulfil all its objectives. Angus has filled this role with great dedication and readers of the Newsletter will be familiar with pictures of his presentations of cheques to award winners and plaques to sites and museums who have won the annual President's Awards following the annual conference.

This was not, of course, the first role that Angus has played in AIA. His successful Bath conferences in the early 1960s eventually became peripatetic and finally, in the Isle of Man in 1973, led to the formation of AIA. Tom Rolt was elected as its first President but sadly died within a few months and Angus then took over, remaining as President (the role now styled as Chairman) until 1977, himself handing over to Neil Cossons. From 1967-70, he had been the Founding President of the Bristol Industrial Archaeology Society (BIAS), one of the most successful of the early county IA societies. Outside AIA, Angus also served as Chairman of the CBA's Industrial Archaeology Committee, on various committees for the National Trust in support of the conservation of industrial sites, as a Commissioner with the Royal Commission on the Historical Monuments of England and as President of the Newcomen Society. With his wife Brenda, also a familiar figure to AIA conference attendees, he has also played a major role in the international committee for the history of technology, ICOHTEC. Angus had, of course, founded the Centre for the Study of the History of Technology at the University of Bath, where he had started as a lecturer in economic and social history at what was then Bristol College of Science and Technology in 1960.

The publications that Angus has produced are too many to list here. Like many others, I was first inspired to study industrial archaeology as a

result of reading his seminal book, *Industrial Archaeology in Britain* (1972). He was particularly interested in the great engineers and published *The Engineers: a History of the Engineering Profession in Britain* (1989) and *The Power of the Machine: the impact of technology from 1799 to the present day* (1992). The recent two hundredth anniversary of the birth of Brunel kept him busy with many external lectures as well as the publication of *Brunel: the life and times of Isambard Kingdom Brunel* (2006). Those who attended last September's conference in Cornwall will always remember his very successful organisation of a seminar to commemorate what would have been the hundredth birthday of Tom Rolt.

We all hope that we shall continue to see Angus and Brenda at conferences and most sincerely thank him for his championship of industrial archaeology from its earliest days, for his support of AIA throughout the whole period of its existence and particularly, of course, for the dedication he has shown most recently in fulfilling the role of Honorary President.

Marilyn Palmer

Our New President

Marilyn Palmer took over from Angus Buchanan as AIA's Honorary President at the AGM in Cornwall in September 2010. Like her predecessor, she has been involved with AIA for a long time, first serving as Affiliated Societies Liaison Officer and subsequently as Chairman of Council on two occasions and as Editor, jointly with the late Peter Neaverson, of *Industrial Archaeology Review* from 1984 to 2001.

Although she read History at the University of Oxford (where she first attended a seminar on IA in 1964) and spent ten years in teacher training before becoming a member of, and then Head of, the History Department of Loughborough University, Marilyn took a postgraduate qualification in archaeology and taught evening classes in industrial archaeology for over thirty years. Her fieldwork in the East Midlands, Wales and Cornwall was entirely carried out with



Prof Angus Buchanan



Prof Marilyn Palmer

volunteers and she continues to advocate the importance of the role of the volunteer as a Vice-President of the Council for British Archaeology as well as with AIA. Marilyn was eventually able to pursue her archaeological interests at university level following her move to the University of Leicester, joining the School of Archaeological Studies (now the School of Archaeology and Ancient History) and becoming Head of Department from 2000-2006. Her appointment to a Chair in Industrial Archaeology was a recognition of the increasing importance the discipline as part of both academic and professional archaeology, something long

advocated by her predecessor as President of AIA, Angus Buchanan. In fact, Marilyn has previously followed in Angus's footsteps on the Archaeology Panel of the National Trust and as a Commissioner with the Royal Commission on the Historical Monuments of England from 1993 until its amalgamation with English Heritage in 1999.

With Peter Neaverson, Marilyn has published *Industrial Landscapes of the East Midlands* (1992), *Industry in the Landscape: 1700-1900* (1994) *Industrial Archaeology: Principles and Practice* (1998) and *The Textile Industry in South-west England: a Social Archaeology* (2005), as well as other books and articles, particularly on

mining and textiles. As an archaeologist, she is concerned to show that the archaeological as well as documentary evidence for the early modern period can make a substantial contribution to the ongoing debate on the origins and development of industrialisation in both Britain and Europe. The topic for her Leverhulme Emeritus Fellowship, following her retirement from the University of Leicester in 2008, is an investigation into the social and landscape consequences of technological innovation on country house estates from the 18th to the 20th centuries, which has proved to be almost as full-time as her previous posts in universities.

Egypt

A Heritage of Industry tour from 16-23 October explored parts of Egypt unknown to most tourists. In visiting the new Alexandria Library and the Suez Canal as well as more typical industrial features, the participants were well rewarded.

Richard Hartree

There were 26 people on this visit, most AIA or Newcomen members. Several arrived early or stayed on after to visit ancient, or other, aspects of Egypt.

The visit was made possible by Paul Saulter's friend David Wardrop who is Chairman of the International Friends of the Alexandria Library and had the experience and contacts needed to find our way through the Egyptian bureaucracy. It is almost impenetrable. High level people might have given approval for our visits but those who had to handle them were often unaware, leading to last minute changes of plan. Thanks to David and our local guide/translator we did achieve most of the planned visits.

We all flew into Cairo and travelled to our first planned visit in Alexandria by train or coach. The train journey was quicker and went directly across the agricultural land of the Nile delta. The coach journey, after leaving the shabby outskirts of Cairo, went by the new Desert Highway, which ran on the western edge of the desert

overlooking the delta. It showed us the large extent of unplanned, speculative development between the two cities and included a quite familiar rest stop and service station. Our Alexandria hotel was on the Corniche overlooking the sea. All the buildings were very shabby needing, at least, a coat of paint. The traffic on the Corniche was horrendous with pedestrian crossings far apart and the locals risking their lives to cross. The centuries old class and style of Alexandria seemed to be absent.

Our first visit was to the new library, the Biblioteca Alexandrina. It was introduced to us by Dr Mohsen Zahran who had been the first Director. It was founded for two purposes. One was to be the library for the University of Alexandria founded by King Farouk in August 1942. The other was to be a focus for the reestablishment of Alexandria as a centre of culture with the degree of openness and scholarship that it had had in ancient times. This remarkable building houses millions of books and manuscripts, an internet archive, 2000 desktop access points, eight specialist research centres, fifteen permanent exhibitions and more. It is open to all through the internet. There is also a Conference Centre, a Planetarium and a History of Science Museum in separate buildings.

The design of the library was selected by an open international competition and the winners were a group of four young Norwegian architects

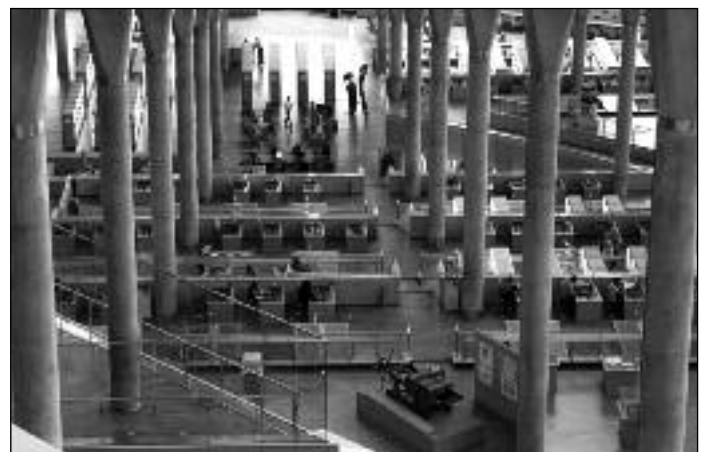
who had never before worked on a project of this size. This placed extra demands on the contractors but all worked out well. The construction was done in two stages and it was before the second that it was realised that digital technology would be the way for libraries of the future and the necessary building design changes were incorporated. The roof slopes to the northwest with windows that provide good daylight in the Reading Room but no direct sunlight. There are four basement floors, an entrance floor and five floors above but because of the inclined roof all floors do not cover the entire circular plan. The overall effect is visually very striking from both outside and inside. There is no trace of local architectural or decorative traditions. It is a truly great modern building.

Following lunch on the surrounding patio we reverted to true AI type with a visit to the Alexandria tram services repair workshops for their older trams. These were German and had come second hand from Copenhagen in the 1960s. The seats and bodywork showed their age but their mechanical parts were still giving good service. They had a total of 90 trams of which 70-80 were kept in service, a creditable performance. We had a short ride on a privately owned 1920s vintage tram. It was during this tram ride that we first became aware of our Tourist Police escort. We were always escorted by a police car and accompanied in the coach by an armed



Dr Zahran and David Wardrop

Photo: Bill Barksfield



Inside the Biblioteca Alexandrina

Photo: Bill Barksfield



*AIA members getting up close and personal with the underside of a tram at the workshops
Photo: Bill Barksfield*



*The Bibliotheca Alexandrina as seen across the water from Fort Qaitbey
Photo: Bill Barksfield*



*Container ship going north on the Suez Canal at the junction with Lake Timsah
Photo: Bill Barksfield*



*One of the Suez Canal Authority's largest tugs on Lake Timsah
Photo: Bill Barksfield*

plainclothes man! Tourism is Egypt's second largest foreign currency earner and is well looked after.

In the evening we went to Montazah Palace for dinner. An amazing 1890s building, it is reputed to have been built for a mistress of the Khedive of the time, with an 'over the top' interior in a mixture of styles. It was in keeping with the old Alexandria and a great place for dinner. Nearby we looked at one of Alexandria's windmills; wind had been the only source of power until steam arrived. After dinner there was a concert for the opening of AlexFest 2010 held in the Great Hall of the Library Conference Centre. It had been a full day!

The following morning we intended to visit sites in the Western Harbour of the Alexandria Port Authority. It turned out that some of these were 'off limits' for us as they were on land owned by the Egyptian military who would allow no visitors. However, we were able to visit commercial parts of the Port Authority's harbour, largely by viewing from the coach. The main Egyptian cruise ship terminal is here. This can handle five ships at a time and has a new retail/hospitality building which was still seeking a tenant. 171 cruise ships and 250 000 people visited in 2009. The various types of cargo have separate 'ports'. In 2009 nearly 6000 ships, 45.5M tonnes of cargo and 1.25M containers were handled. We also visited the Port Authority's

museum; it was rather outdated in its presentation. There were some warehouses of the 1800s.

Following this we went to the Qaitbey Fort which was built over the site of the ancient Pharos. Lunch was taken at the nearby Fish Market. In the afternoon we visited the Roman amphitheatre. Alexandria had certainly provided us with plenty of variety.

The next morning we set off by coach for Ismailia. The road took us east across the Nile delta crossing the Rosetta and the Damietta branches. We were able to see the heavily cultivated land of the delta and as we got further east the dunes on the coast near Port Said. Security was very tight. We were unable to visit the El Ferdan railway bridge which is reputed to be the longest swing bridge in the world.

Ismailia was developed by the French during the construction of the canal in the 1860s. It lies on the freshwater Lake Timsah and is a pleasant green city with many spacious houses. We had a brief visit to the Ismailia museum with its remarkable Roman floor mosaic and a variety of small finds from the district. Afterwards we went to the house where De Lesseps, the French diplomat who managed to bring the Egyptian and French parties to the project together, lived during the construction of the canal; a nice house with a pleasant garden. The original bed hangings looked distinctly sad.

The following visit to the Suez Canal Authority was a high point of our trip. We had had, the evening before, a comprehensive lecture by Dr Mamdouh Hamza, on the history of canals in Egypt including the challenges faced by those who built the Suez Canal. We took a brief cruise on Lake Timsah going close to where the Lake and the canal join. Huge bulk carriers were progressing slowly north, separated by about ten minutes - their stopping distance. It was a most impressive sight. The original canal had taken 10 years to dig, cost FF369M, employed 1.2M Egyptian workers of whom 120 000 died. Since the reopening of the canal in 1975, after the Camp David peace treaty with Israel, it has been deepened and widened in four stages to its current 22.5m depth and 5200m² cross section to take 240 000t vessels. This includes all container ships, 97% of bulk carriers and 62% of tankers. Canal tolls are based on the savings the vessel can make by choosing the Canal rather than the Cape route. The Authority makes its calculation and negotiates the toll for passage with the owner/operator. The Canal revenues amount to \$1M a day, making it by the far the largest foreign currency earner for Egypt. It is no wonder that security is so tight.

We learned that the canal's width limits it to one way traffic and the Authority operates to maximise revenue so northbound, with generally the more valuable cargoes, has precedence. One

continuous convoy starts from Suez at midnight. Southbound there are two convoys a day, one starting at 7 am waits in passing places to allow the northbound convoy to go by. Vessels are piloted through the whole length with separate pilots for each of three sections. We had the good fortune to see the 210° simulator used for the training of pilots. Training is also given to ship's captains so they can work better with the pilots. We saw the new 360° simulator under installation. This will be able to represent two tugs working on a ship at the same time which is very complicated so the simulation training is vital for tug captains and pilots. We were the first visitors to see it. (When cruising on Lake Nasser two weeks later I learned that the steersman had trained on the Authority's simulator.)

The coach trip back to Cairo showed us, once again, the extent and apparent randomness of the ribbon development along the highway and the extent of the poor, shabby suburbs of Cairo. The 'rebar forest' of steel protruding from the tops of columns of unfinished buildings was everywhere, explained by the fact that 'unfinished' buildings were not taxed; a well known situation in Mediterranean countries.

The following morning we were to visit the Egyptian National Railways engineering base and workshops. It proved very difficult to reach; the elevated highways, one way streets, our coach's large turning circle and maybe some doubts in our driver's mind all contributing. When we

arrived there was one of our 'the man at the gate wasn't expecting us' delays. Once this was overcome we had a good visit to the passenger rolling stock and diesel engine workshops, guided by the Chief Engineer. The engines were by GE of the USA and GM of Canada. Next we went to Cairo's main station to visit the Railway Museum. It is a museum of the 1930s, currently closed to the public, with most of the exhibits covered. There was a spectacular 1852 engine, very finely painted for use by the Khedive, built by Robert Stephenson of Newcastle on Tyne. [NB. John Porter in his report gives the date as 1862]. The photographs of 1930s signals and auxiliary items were pleasant reminders of our youth in Britain. I saw those same signals in use on Egyptian lines later.

The afternoon brought a complete change of scene, guide and period. We went to the Cairo Citadel, an old fortress above the city which was occupied by Mahomet Ali in the early 1800s and where he converted some buildings into an arsenal and gun foundry. There was a chimney lined with bricks from J Ball of Alloa, well known for refractory bricks. Unfortunately the 'man with the key' had gone home so we were unable to get in. We could see the top of the chimney and the roofs of several other buildings with their large 'windcatchers'. Our guide, Prof Ralph Bodenstein was very knowledgeable and helpful. The citadel is a confusing complex of buildings and we ended with a visit to the mosque built 1830-48 by

Mahomet Ali to glorify his position as ruler of Egypt – strictly, still within the Ottoman Empire.

The following day (our last) Prof Bodenstein took us to two sites north of Cairo, in the delta. The first was the remains of a large cotton ginning mill built in the 1890s and operated until the 1990s. Initially this was a very successful period for the Egyptian cotton business. We first looked at the impressive castellated main entrance and administration buildings on the river frontage. They reminded me of the, probably less impressive, buildings of the Lancashire cotton industry I had seen in my youth. The remaining mill buildings consisted of two long bays, stripped of all machinery, but with the main rope-drive pulley still in place. Subsequently the 'man with the key' was found and we passed through the boiler room, with two Babcock boilers of 1950, and into the engine room where there was an extraordinary engine. It was a triple expansion cross compound by Sulzer which drove the rope pulley and also housed the rotor of an AC generator, the stator being of smaller diameter than the rotor. The generator was made by Oerlikon and a totally Swiss conception. None of us had seen its like before, a great IA coup for the trip.

Later we went downstream a short way to see two early barrages built to control the flooding by, and irrigation from, the Nile in the delta. They were built just downstream of the division of the river into the Rosetta and Damietta



AIA members climbing into the pilot training simulator

Photo: Bill Barksfield



In the railway maintenance yards Cairo

Photo: Bill Barksfield



The entrance to the cotton ginning mill

Photo: Bill Barksfield



Stripped out line shafting with the main drive pulley

Photo: Bill Barksfield



Triple expansion cross compound Sulzer

Photo: Bill Barksfield



Oerlikon generator

Photo: Bill Barksfield



The foundry with the firmly padlocked door

Photo: Bill Barksfield

branches. The first was built by Mahomet Ali in about 1840 and, the story goes, knowing that a large quantity of stone would be needed he proposed it could most easily be obtained for those ready cut piles - the Pyramids! Fortunately for posterity, someone suggested a cost comparison be made and it showed that quarrying would be cheaper. These barrages suffered from seepage of water seeping under them and later in the 1800s the British engineer engineered a second barrage just upstream which was more successful. The Aswan high dam, completed in 1971, rendered these barrages unnecessary and they are no longer used.

Our trip ended with a Son et Lumiere show at the Pyramids that evening.

After this trip I continued to support the Egyptian economy as a tourist taking cruises on the Nile and Lake Nasser. I found myself

wondering what remains that industry, so important to the Egyptian economy, is going to leave for IA visitors of a hundred or more years hence.

This trip was Paul Saulter's 'swan song' from Heritage of Industry. All of us who have benefitted from the trips congratulate him on founding the business and successfully running it for all these years. Thank you Paul. We wish the best to Bill Barksfield who is now taking over.

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www.industrial-archaeology.org.uk

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Reusing the Industrial Past

Held in Tampere, Finland, 10-14 August 2010, this congress combined three interlinked conferences (ICOHTEC, TICCIH and WORKLAB) into one, an unparalleled opportunity for the exchange of ideas in a superb industrial setting.

Mark Watson, TICCIH GB representative.

There were some 370 delegates from 39 countries, and 240 papers were delivered in six parallel sessions, in both Tampere University and the Finlayson cotton mill. This was the first proper factory in Finland, founded by a Scot in 1820 as a machine shop which, once it had made some cotton machines, started spinning, fitfully at first. A new mill built in 1837 now offers different floors for lectures in amongst young entrepreneurs starting high tech telecoms businesses. A range of state of the art museums of design, printing, textiles, telecoms, espionage, labour and steam engines accompanies the shops, restaurants, cinema, art studios, and newspaper publishing, pharmaceutical and other businesses within the complex. The irony of the acronym RIP was not lost on the organisers, but these former factories are far from resting in peace.

The adaptive re-use of the Finlayson Mill, exquisitely done, but even there not without some agonising about what was sacrificed, of the Tampella engineering and linen works (the Museum Centre Vapriikki is here), and of other enterprises on the Tammerkoski River (or Rapids) was presented *in situ* by well-informed and costumed volunteer guides. A bus tour took in an outlying aircraft factory (built 1936, now making machines for moving containers), Nokia and other high tech businesses, adapted shoe factories, textile and paper mills, a match factory and a lead shot tower (1908) in Pispala. Tako board mill was a highlight; its long paper machine still operates behind large windows, making light

cardboard for Russian cigarette packets. The factory is in the very heart of the city, just off the cobbled main square, and the city authorities are in no hurry to push it out, but will know what to do with the buildings when it does shut. Another highlight is the Amuri museum of working class housing, filling an entire block of single-room shared-kitchen timber housing.

WORKLAB is the International Association of Labour Museums, particularly strong in Scandinavia. See www.worklab.inf.

ICOHTEC, the International Committee for the History of Technology was founded in 1968 with UNESCO blessing as a forum for scholars of technology on both sides of the iron curtain. It is drawn from academic circles and bears some similarity to SHOT (Society for the History of Technology). See www.icohtec.org.

TICCIH, The International Committee for the Conservation of The Industrial Heritage, is drawn from historians, conservators, archaeologists, curators, researchers, students, academics and others. The main meetings are on a three-year cycle, and this was not one of them, but the opportunity was taken to hold short meetings of the Hydro-electrical/ electrochemical section, the Textile section, and a reconstituted Railways section. See www.ticcih.org.

Keynote lecturer Anna Storm presented industrial heritage in Avesta and Malmsberget, (Sweden) with its giant pit, 200 m deep. TICCIH President Pat Martin next argued that the research and activism of TICCIH is concentrated on the ultimate public values of heritage. This colours and justifies much of what industrial history scholars do, such as in ICOHTEC. TICCIH projects to come include a six-language industrial glossary, a digital newsletter, and more examples of advocacy in

action, such as at Rheinfelden power station.

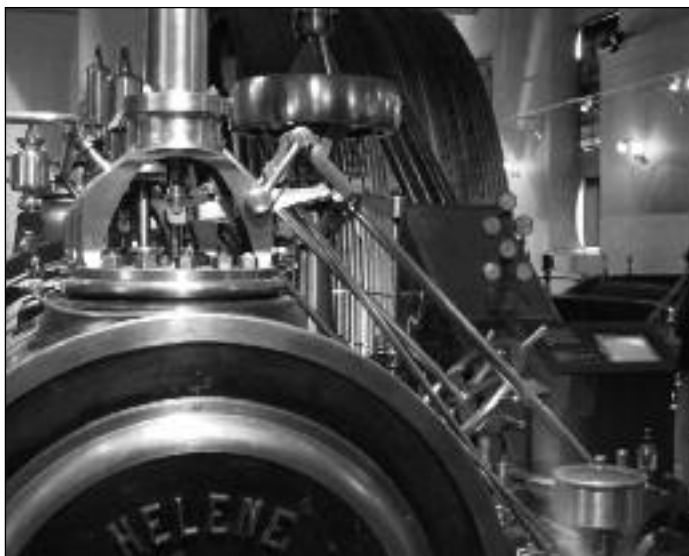
Jyrki Laiho spoke on challenges for modern Tampere: the spaces most responsive to change are those most likely to survive in the innovative proto-economy. Luckily Tampere has the premises in the city centre able to provide these: 100,000 m² of old red brick buildings. City planner Mikko Jarvi followed the next day with an account of the Tammerkoski and its transformation over its 1.5 km long, 18 metre descent between lakes. There were some early successes and a challenge that was something of a turning point. Frenckel paper mill closed in 1928 and was converted into a theatre in a park, where the first Finnish wood pulp mill was recently excavated. Broadcloth factory Verkatehdas, on the other hand, was substantially demolished in the 1970s, triggering a local determination to keep the others: this was Finland's Euston Arch. Now adaptive re-use of the others has been achieved after hard negotiation by the city authorities. A parallel meeting (Finns only) considered the potential for a World Heritage nomination, and downplayed some local aspirations.

There followed a huge selection of other papers and poster presentations, amongst some on cultural territorial networks, on ERIH and the Austrian iron route. Other strands included the experiences of workplaces, the education of engineers, different aspects of places of memory, the uses of popular media, sustainability, industrial settlements and adaptive re-use of "Factories of the Imagination". The Finlayson and Tampella mills are just such places.

Conference website:

www.tampere.fi/industrialpast2010/

TICCIH GB also took the opportunity to meet there on 11 August 2010 (see the report in the News section). It will meet next year in the UK, at a time and place yet to be decided.



Sulzer cross compound horizontal engine, 1899, in situ in Finlayson Mill

Photo: Mark Watson



Tampella engineering and linen works

Photo: Mark Watson

The Endangered Sites Officer needs your help

One important function of the Association is to represent the interests of industrial archaeology in the planning process. With the changes proposed in that process this function may be even more important in the future. The help needed is described below followed by an example where the AIA has been able to have a positive influence.

Amber Patrick

At the AGM in Cornwall last September I took over the role of the Endangered Sites Officer from Mike Nevell but I can't do it all on my own!

There are two parts to the role of the Endangered Sites Officer. The first and largest part is to liaise with the CBA (Council for British Archaeology). The CBA is one of the Statutory Consultees. This means that they are notified by local authorities of works involving listed buildings and buildings in Conservation Areas in England and Wales. The referrals may relate to buildings of any age and type or function and perhaps obviously, the majority are not industrial. The categories which come under industrial are industrial themselves, commercial/storage (warehousing), transport and water. When the CBA is notified of an application for work affecting an industrial site, they in turn notify the Association's Endangered Sites Officer - me. I then refer the case to a member who has expertise in that industry or who covers that geographical area. If that person considers a comment is appropriate, they will provide me with details so that I can draft comments for submission by the Association's Chairman or Vice Chairman. (These days nearly all comments are made electronically.) A copy of our comments is sent to the CBA. It has to be emphasised that the Association is not commenting on behalf of the CBA, nor instead of them, but in addition.

At present not all industries are covered nor are all geographical areas of England and Wales. Do you have a good knowledge of a particular industry or a particular geographical area? If so would you be interested in providing information to enable the Association to comment on applications? Guidance on what you need to do will be provided. The Association will not require you to undertake a site visit, though you may wish to do so.

The other part of the Endangered Sites Officer's job is to deal with requests from members. Not all work affecting industrial sites will be referred to the Statutory Consultees but it may well come to light locally and then members may ask the Association for support against the proposals. If you or a local society are thinking of asking for support, all relevant details must be provided. Again, guidance can be provided on what details are needed. If the Association considers that it is appropriate to provide support against the proposal then it will be given. It must be emphasised that it cannot be guaranteed that a referral will be supported.

For further details on any of the above, please contact me, Amber Patrick, at amber@amberpatrick.plus.com.

Some of this Year's Endangered Sites Casework

In 2010 there have been two major cases on which the Association has made comments. Both were in respect of Grade 1 Listed textile mills, both iron framed. The first application was in the spring in respect of **Stanley Mill**, Stonehouse, Gloucestershire. Professor Marilyn Palmer provided an excellent comment on behalf of the Association. The second application came through in the late summer and was in respect of the **Ditherington Flax Mill**, Shrewsbury. Again the Association made comments. This second application was the first to be determined. The recommendation being to grant permission for the proposed works.

Ditherington Flax Mill

The importance of this Grade I building lies in its being the first iron framed textile mill in the world, with cast iron columns supporting cast iron beams, completed in 1797 for Benyon Marshall and Bage. It has been stated that this makes it the ancestor of every iron or steel framed building since. The Ditherington Flax Mill site now includes not just the original fireproofed mill but additional mill buildings, apprentice house, stables, dye house, and stove house. There are also the buildings associated with the site's subsequent use as a maltings initially for William Jones and subsequently for Allied Breweries, the lettering of which still survives on the front and back of the buildings. These buildings include a large malkiln attached to the main mill building as well as concrete silos.

The first phase of the application did not affect all the buildings on the site, just the Flax or Main Mill, Cross Mill, Warehouse, Malt Kiln and some associated buildings. The proposals were as follows: the Flax Mill, also referred to as the Main Mill, had its original fenestration restored.

(Windows had been bricked up during the building's malting phase when light was not essential for malt production.). This restored the original look and enabled natural light to be readily available. Two floors were to be retained undivided - the ground and third floors. This enabled the more significant details such as transmission columns to be visible as well as showing the extent of the original floor areas. The Malt Kiln was to be used for vertical movement, a good use of the space, the resultant loss of the two kiln drying floors being acceptable. The Association recommended that their original position needed to be emphasised in the external walls because double floors were a particular feature of a Stopes kiln. Other kiln features, including the Suxé furnaces, were to be retained with the exception of the "hat" on the cowl (Lantern), apparently because of air circulation. The Association recommended that some sort of "hat" or its outline be retained because cowls were a standard part of malt kilns and a distinctive feature in the skyline of this complex. The re-use of the Cross Mill did not present problems. In the Warehouse it was proposed to insert an atrium and the Association questioned the validity of this. However, as the intention was to obtain as much light into the building, with minimal additional fenestration in otherwise blank walls, it was probably an acceptable insertion. Besides the benefit of admitting light the opening up allowed the junction of beams and columns to be seen and appreciated but at the expense of the removal of vaulted brickwork. The reason for the insertion of narrow new windows was understood but gave that particular elevation a rather unexpected appearance. Comments were also made on the proposed new build and the Phase 2 proposals.

It was pleasing to note that the Association's comments were noted and appeared in the report for granting permission. It is to be hoped that work now starts soon on this important site as the buildings have been unused since malting ceased in 1987 and all previous plans have sadly fallen by the wayside.



Ditherington Mill as now seen from the road

Photo: Amber Patrick

From 'Grain to Glass' to 'The Last Drop' - Working with an Affiliated Society

Threat of closure of Young's brewery led to the development of a partnership between the AIA, English Heritage and the Brewery History Society which could become a model of cooperation.

Mike Bone

Historically, the organisation of industrial archaeology has been predominantly 'bottom-up' with the AIA arriving as an 'umbrella body' only in 1973, sometime after a vibrant network of local and county societies had emerged in the 1960s when there was much to see and many sites to save. The AIA has since done its best to act as the principal forum for the subject and to speak up at national level on matters affecting the industrial past and its heritage. We now have a large individual membership but our 60 or so affiliated societies remain a crucial source of support and a critical resource for achieving the AIA's aims. Working with the societies has been a frequent topic of debate at recent Council meetings and the new editor of *IA News* made an appeal at our last annual conference for members' views on how we can develop this relationship. This brief article focuses on one of our affiliates and a successful example of partnership working that may be one way forward.

The Brewery History Society (BHS) was formed a year ahead of the AIA and will celebrate its 40th anniversary in 2012. BHS has always sought to cater for the wide range of interests of a membership now approaching some 500 individuals and corporate members, which range

from a desire to know more about – and to sample! – their favourite beverage to a serious academic interest in, say, changes through time in the business organisation, production and architecture of beer. BHS has a *Journal* and *Newsletter*, both appearing quarterly and now quite substantial publications. Unlike the AIA, there is no annual conference but a well-attended AGM, always hosted on the premises of a corporate member, includes a lecture and tour of the brewery, with the customary hospitality that the industry is noted for. The AGM has recently been supplemented by visits to nearby sites on the days before and after the meeting. Other visits are arranged each year. Sadly, these are often planned just prior to the frequent brewery closures that have become such a feature of the industry of late, but have also included trips to specialist libraries and guided walks to see long-defunct sites.

It was press speculation about a (then) possible closure of Young's Brewery in Wandsworth – noted for its preserved steam engines and historic brewing coppers and described as 'a treasure-house of items to interest the industrial archaeologist and historian' by the late Aubrey Wilson – that led to a joint venture with the AIA and English Heritage (EH). It started out with the Swindon conference 'From Grain to Glass' in 2003 and then, eventually, the successful completion of a report for EH as part of their Strategy for the Historic Industrial Environment (SHIER) programme. Project outcomes include a comprehensive study of historic working and defunct brewery sites, an

update on brewery archives (Lesley Richmond and Alison Turton's survey was published as long ago as 1990) and, importantly, a strategy for dealing with this heritage as mergers and acquisitions, changes in tastes and consumption patterns as well as technological advances further damage this diminishing resource. This significant report will be launched at a special conference at Burton-upon-Trent in March (see Diary at the end of this issue for details) to mark the end of the project and to explore ways to implement the recommendations of the SHIER report. Many AIA members have been involved in this successful project and their input will be especially welcome at this event, playfully titled 'The Last Drop: England's Surviving Brewery Heritage'.

The 'Breweries' SHIER has developed and refined the methodology of this important EH initiative which it is hoped might well be applied to other industries that did not feature in the now terminated Monuments Protection Programme. The findings will also be of great value to affiliated societies in the regions, all of which had their historic breweries. The approach will also be of use as a guide for the identification and conservation of the industrial heritage in general. In particular, this exercise has demonstrated the opportunities for partnership working; accessing funds and getting project findings on the record that are of wider significance at a time when 'localism', local lists (where these do not already exist) and the enhancement of the Historic Environment Records (HERs) are on current heritage agendas.

AIA NEWS

Your New Editor

The new editor of *Industrial Archaeology News* can be seen here though I assure you that is not the editorial pencil.

Although I have been a member for over forty years, until recently, except for a couple of early conferences at Ironbridge and Norwich, other commitments have prevented me from taking much part in the Association's affairs. Now with the termination of gainful employment and other responsibilities I intend to do more.

Once upon a time I was a civil engineer and then, during the 70s, I built canal boats before taking to farming and later becoming a furniture maker. Structures, buildings, transport, shipping, manufacturing and process industries and crafts all interest me and particularly the rise and fall of

businesses. I have never quite believed in electricity (I do know what an electric shock is) and I confess I am not too knowledgeable about the technical details of



Your new editor

Photo: Steve Dewhurst

railways though I once took a train from Samarkand to Shanghai.

Over 61 editions Peter Stanier has developed the News into a very professional publication and has given, and is giving, me a great deal of help. I intend to continue the work he has done in consolidating the News as the principal means of communication within the Association.

I hope that good news will be reported as well as the bad and to see that *Industrial Archaeology News* continues to keep members informed of all that is going on.

Please help by contributing any material that you would like others to know about, both news of events to come and reports of those past, as well as articles on matters that particularly interest you. It will all help to keep *IA News* a 'good read'.

Chris Barney

East Midlands Industrial Buildings Day School

The latest in the series of CBA / AIA day schools was held in Long Eaton, Derbyshire on Thursday 11 November 2010. The theme was the hosiery mills and lace factories of the East Midlands. The buildings of these industries have been less well studied than the textile mills in the north or south-west of England but had their own characteristics and, because they were so numerous, are now subject to many different kinds of adaptive re-use. The industry was centred in the area of East Derbyshire, South Nottinghamshire and Leicestershire.

The well attended day school was opened with a presentation from Lynne Walker of the CBA on Legislation and the Planning Process. This was followed by Marilyn Palmer speaking on the

buildings of the early hosiery industry. The hosiery industry was the last part of the textile industry to be factory based and the survival of much domestic working through the nineteenth and early twentieth century produced many distinctive building types in the East Midlands. Entrenched customs and practices lead to the survival of many domestic framework knitters workshops alongside the new powered factories.

Practical power operated knitting machines began to be developed from the 1850s onwards but initially uptake was slow. Mark Sissons spoke on the buildings of the later, powered, hosiery industry. A characteristic building type emerged in the East Midlands in the late nineteenth and early twentieth century. From around 1910 onwards the industry moved into very standard industrial building types with few features to distinguish them from any other industry. Some aspects of the earlier building types are similar to the boot and shoe industry. The late twentieth century collapse of the hosiery industry following the abolition of most import controls on clothing has led to a high rate of loss of this type of factory and very few surviving examples have any statutory protection.



Lace Mill

Photo: Roy Murphy

Marilyn Palmer then spoke on the cotton mills and lace factories of the East Midlands and their re-use. The lace industry in South East Derbyshire was largely based on speculative 'room and power' companies with many small trading businesses in a single factory. These were usually large multi storey buildings until the early twentieth century after which single storey north light factories became the norm. The East Midlands was also the world base for the development of the early powered cotton spinning industry before it largely migrated over the Pennines to North West England. Marilyn illustrated the surviving examples and building

types. Keith Readman then gave an introduction to the development of lace factories in Long Eaton. This was largely in the late nineteenth and early twentieth century as the industry moved its production base out of the City of Nottingham, driven by cheaper land and labour.

In the afternoon Keith Readman lead a walking tour to show the many different types of lace factories in Long Eaton, particularly in the area around the Erewash Canal.

The day closed with a lively question and answer session over a cup of tea.

Mark Sissons

Falmouth Docks History Published

Members who took part in the visit to Falmouth Docks at last September's conference may like to know that the history of the docks, promised then, has just been issued. *Sailing Ship to Superliner – 150 Years of Service to the Shipping Industry*, published by A & P Falmouth and Missions to Seafarers is now on sale. As well as a history of the docks the book contains pullout pages of coloured plans and many photographs.

The book costs £12.99 and is available from Falmouth Bookseller, who will post copies for £15.49, and the National Maritime Museum, Falmouth. All proceeds will support the work of Missions to Seafarers in Falmouth.

Graham Thorne

National Heritage Protection Plan

Last year English Heritage (EH) began the process of producing a National Heritage Protection Plan (NHPP) for the period April 2011 –

March 2015. The NHPP is the new framework for bringing together work by EH and other partners within the sector to protect the historic environment – the AIA is seen as one of those partners. The Plan will allow EH to direct its expertise and resources towards protection activities carried out by themselves or towards supporting others to do so in respect of what they value as significant. This process began with two meetings, the first lead by Simon Thurley, with representatives of a wide range of heritage organisations and the AIA was represented at these meetings by the Chairman. Following these meetings a draft Plan was circulated for consultation and the AIA responded with comments on the draft, stressing: the importance of industrial heritage to the UK's heritage; the knowledge we already have of the significance of many industrial landscapes, sites and buildings; and the importance of acting now on what we already know to be significant and at risk. One aspect of the Plan is that EH want to work in partnership with other heritage organisations and as stated above the AIA is one which has been identified as a partner. EH have recently produced an interim version of the Plan responding to the issues raised in the earlier consultation, as well as taking into account EH's new funding arrangements from the Government. This Interim Version is now being considered by AIA's Council and we will be responding. If any members would like to read this version of the Plan it can be found on the English Heritage website at www.english-heritage.org.uk/professional/protection/national-heritage-protection-plan.

Tony Crosby



Long Eaton Mill Chimney spared from demolition – reused as aerial

Photo: Roy Murphy

Honours

Two well deserved honours were reported at New Year

Mrs Sonia Rolt, O.B.E.

It is a great pleasure to be able to congratulate Sonia Rolt on the award of the OBE in the New Year's Honours List. I first met Sonia almost fifty years ago as the wife of L.T.C. Rolt, whom I had recruited to join the Advisory Council of the Centre for the History of Technology. I had established this small research unit in the spring of 1964 at the Bristol College of Science and Technology, shortly to become the University of Bath. Tom Rolt, historian of canals and railways and a distinguished biographer of the great engineers, died prematurely in 1974, and ever since then Sonia has worked tirelessly to keep his memory fresh and his books in print. Only last year we celebrated the centenary of his birth, and even though now turned ninety Sonia made herself available for an exhausting series of events all over the country. These included meetings of the Inland Waterways Association, the Talylyn Railway Society, the unveiling of a plaque on Tom's birthplace in Chester, and a Symposium of contributions praising his work for heritage conservation arranged by the Association for Industrial Archaeology at its Annual Conference in Falmouth.

But the honour now bestowed upon Sonia is not only in recognition of her devotion to the memory of her husband. It is more than justified by her own labours directly for canal preservation (she worked on the canals during the Second World War, and is now a Vice President of the IWA); for the conservation of historic buildings (she is a long-standing member and officer of the Society for the Preservation of Ancient Buildings); for advice on the presentation and furnishing of National Trust and Landmark Trust properties; for support of the Cheltenham Arts Festival and similar cultural endeavours; for the maintenance of neglected churches; and for many other related activities such as the Rolt Fellowship Fund established at the University of Bath, which has enabled fourteen mature engineers and professional people to undertake research in the history of technology; and for the Rolt Lecture

programme presented annually at its General Meeting by the AIA. Not least amongst these multifarious activities has been Sonia's commitment to the preservation of the property at Stanley Pontlarge, near Winchcombe in Gloucestershire, a yeoman's cottage into which she and Tom moved at the start of their marriage, and where they raised their family. The recognition of a grateful nation for this lifetime of devotion to so many aspects of the heritage of the country is thoroughly deserved, and its significance will be greatly appreciated by members of the Association for Industrial Archaeology.

Angus Buchanan.

Helen Ashby, O.B.E.

The National Railway Museum's (NRM) Head of Knowledge and Collections, Helen Ashby, has been awarded an OBE for her services to heritage and her work with the Museum.

Helen has been at the Museum since 1982 when she joined for six months as a temporary filing clerk. Twenty eight years on she now heads up the team which cares for the National Collection which includes more than 100 locomotives and nearly 200 other items of rolling stock.

Steve Davies, Director of the NRM, said: "I am sure that I speak on behalf of the entire NRM staff, and the railway heritage and preservation movement, in congratulating Helen Ashby on the award of an OBE in the New Year's Honours List. Helen has played a pivotal role in developing the NRM during her 28 years at York, and her significant achievements have been appropriately and popularly recognised.

British TICCIH Meeting

This took place in August 2010 in Tampere, Finland. UK World Heritage Sites were discussed, the Department for Culture Media and Sport consultation having produced proposals for 38 new British sites for a tentative list (about ten items of which have an industrial element), this number is to be reduced by a review committee. In the case of railway sites, for example the Forth Bridge, Great Western Railway, Liverpool and Manchester, Stockton and Darlington, and Tanfield

Railways, the agreement of owners is now an issue. The case of the Antonine Wall was noted. This achieved World Heritage status as part of a greater trans-national whole which stretches along the northern boundary of the Roman Empire from the North Sea as far as Turkey. This may be followed by other serial sites representing the same Outstanding Universal Value. There appears to be at times some English reserve in pressing for more sites while many countries are most eager for additions to theirs, including Italy. An industrial example about 20 miles from the centre of Milan is the late 19th and early 20th century cotton mill town Crespi d'Adda; it has hardly changed since 1927. Currently the total of World Heritage Sites is 911. Downe House in Kent is not to be proceeded with as Charles Darwin already has the Galapagos Islands and a famous individual is only allowed one site.

The TICCIH on-line Inventory of World Industrial Heritage has not yet been considered at a TICCIH Board meeting. The situation will continue to be monitored and further sites considered for addition. The GB web page at www.mnactec.cat/ticcih/countries.php has been updated but some of the links need to be corrected again and defunct ones removed. Currently there are no resources available for a dedicated TICCIHGB stand-alone website. TICCIH Bulletin is now available by e-mail and it is intended to phase out the posting of paper copies to members worldwide. It is hoped that some copies will still be printed for secure archiving.

Risks to the Cornwall and West Devon Mining Landscape World Heritage Site were reported. New developments at Hayle harbour now have to be constructed two metres higher to allow for the anticipated rise in sea level. Robinson's Shaft listed grade 2* is receiving £22.3M from the Big Lottery Fund. A £35 million project here is transforming a derelict 19-acre former mining site into a self-sustaining community asset. Concern was expressed that this might diminish the industrial archaeological quality.

There was a brief update regarding STIR: Saving The Industrial Revolution. English Heritage's Industrial Heritage Strategy takes the origins of the industrial revolution back to the Anglo-Saxon

era. Requests for funding for the excavation of industrial remains by archaeologists might conflict with requests for finance urgently required for the maintenance of standing buildings.

Robert Carr

Emiac 80 – Lincolnshire Food & Farming in the Fens

The Society for Lincolnshire History & Archaeology's Heritage Day was held at the University of Lincoln's Holbeach Campus on Saturday 16 October 2010.

It was a well organised event at the purpose built National Centre for Food Manufacturing, ideal for the introduction of "A Taste of Lincolnshire Food & Farming in the Fens" which was the basis of this Heritage Day. Seventy people attended, the speakers were good, the venue excellent and the food very acceptable.

The day was introduced by Alan Stennet, broadcaster and writer specialising in agriculture. Born on a farm in the county, he has presented BBC Radio's "Lincolnshire Farming" since the station was founded in 1980. He was therefore in a fine position to give a superb opening talk about the changing scene in agriculture as witnessed by his grandfather and his father and backed up by his own considerable experience.

Stuart Gibbard an author and journalist specialising in tractors and farm machinery, editor of *Vintage Tractor & Countryside Heritage Magazine*, was equally impressive with his knowledge of farm machinery and how it had developed with equipment now costing 100 times the 1920 prices. This was backed up by a fine display of vintage machinery specially assembled for the Heritage Day.

In our last talk of the morning we heard of the trials, tribulations and successes of today's farmers, some of whom manage 100 times the area of their grandparents' farms. Gary Naylor, director of Worth Farms (which owns 4,500 acres and rents a similar area) has over 700 acres dedicated to the mechanised growing of potatoes. The farm also has the ability to store them in cool conditions allowing for sales throughout the year.

After lunch we were taken on a tour of the campus facilities by Mike



Marel Bacon line. Marel of Colchester are a global provider of advanced Equipment Systems & Services to the fish meat & poultry industry

A & B. Slicer & check weigher – Side of bacon is placed on the conveyor, the leading edge is laser scanned, the white meat & the dark meat, (Fat & lean) ratio calculated, and hence the weight per slice, so that the thickness of the slice can be varied, to give accurate control of the number of slices for the pack weight specified. Speeds of up to 1000 slices per minute can be achieved! C. Robot handler picks set number of slices and places in trays or thermoformers. D. Thermoformer wraps package. E. Multi lane conveyor places products in single file for labelling. F. On to Check weigher, labeller & stacker.

Dudbridge, Principal Lecturer, who specialises in Lean Manufacturing Techniques & Automation.

The National Centre for Food Manufacture is unique in that it was set up with equipment provided by the suppliers whose business the campus supports. For example, the Centre has recently been running a range of food packaging related trials and main line equipment has been donated by the manufacturers for demonstration and training of operatives and technicians, allowing for the teaching and demonstration of hygiene protocols etc. It allows local part time release students access to the most up to date equipment and also allows the machinery manufacturers to develop their machinery and demonstrate it to potential purchasers.

An example of the equipment which we were shown was the Marel Bacon Line by Marel of Colchester who are global providers of advanced equipment systems and services to the fish, meat and poultry industry. First a side of bacon is placed on the conveyor, the leading face is laser scanned, the ratio of dark and light meat (lean and fat) determined and hence the weight per slice, so that the thickness of the slice can be adjusted to give accurate control of the number of slices for the pack weight specified. Speeds of up to 1000 slices per minute can be achieved!

Not only is the Centre a high quality teaching and conference site, it also has a microbiology and

analytical laboratory, complete with gas chromatography equipment, test kitchens, technical training laboratories and other processing laboratories.

The day finished with a superb DVD, lasting 55 minutes, of the main events on a local farm over a whole year in the 1950s, illustrating the relentless back breaking work of just fifty years ago.

"Farming in the Fens in the 50s" by Alan Stennett, is for sale at £15.99 from

www.primetime.video.co.uk

David Lyne

Lincoln Castle scrapped

Horrid news is the recent complete scrapping of the paddle steamer Lincoln Castle in Alexandra Dock, Grimsby: *IA News 155* page 14. This started in late September and was completed by early October 2010. Not only has the hull gone - as we have seen in the case of P S Medway Queen *IA News 153* page 14, it's possible to make a new hull - but the fine diagonal triple-expansion steam engines by the Ailsa Shipbuilding Co of Troon, Ayrshire, have also been destroyed: a tragic loss. The engines had been maintained and parts coated in grease: it is reported they were in an almost ready to run condition. Preserved at the Fishing Heritage Centre, Alexandra Dock, PS Lincoln Castle was on public display there from 1989 to the end of the 2006 season, when we thought the ship would receive well-needed refurbishment. Many readers will remember her - for 'Fish and Ships'

EMIAC number 61 in May 2001 we had a smart lunch on board, the main course of fish and chips was memorable: see *IA News 119* page 11 & 12.

In May 2010 The Lincoln Castle Preservation Society was set up with the intention of buying and restoring the ship: if possible they aimed to return her to passenger carrying service. It is unclear quite what went wrong but a certain fact is that PS Lincoln Castle and her almost irreplaceable engines are no longer in existence. The ship was built in 1940 for the Hull to New Holland ferry across the Humber and started work on this service in August 1941. Similar but not exactly the same as two sister ships Tattershall Castle and Wingfield Castle, she was withdrawn from service in February 1978. Lincoln

Castle was still coal-fired and by then was the only vessel of her kind in the country. Nearly 200 feet long and 598 tons gross she was larger than the Medway Queen which was converted to burn oil in 1938.

Lincoln Castle had her boiler forward, ahead of the engines which meant that her funnel was in front of the paddle wheels. Lincoln Castle's two quasi-sister ships both built in West Hartlepool in 1934 were less conventional in appearance with funnels further aft, behind the paddles. Tattershall Castle was withdrawn from service in 1972 and towed to the Thames, becoming London's first floating Art Gallery and Conference Centre in February 1975. Since 1982 she has been a bar and restaurant and in 2003-4 received major refurbishment and modification at



Remains of Lincoln Castle being broken up at Grimsby

Photo: Chris Lester

George Prior's yard, Great Yarmouth. This cost more than four million pounds and by now the vessel is in far from original condition. PS Wingfield Castle is now back in her birthplace, Hartlepool, as a museum ship. Since her arrival there the entrance lock to the marina has been narrowed so that she is unable to leave.

Paddle steamers abroad, on freshwater lakes, are faring better. On Lake Neuchatel Switzerland the paddle steamer Trivapor of 1912 was withdrawn in 1969 and was then used as a floating restaurant. This craft is now being restored for service and re-engined. The preservation group Trivapor has bought a steam engine which although preserved had been passed round from museum to museum. The engine, a diagonal-compound built by J A Maffei of Munich in 1926, came from the paddle steamer Ludwig Fessler on Lake Chiemsee Bavaria. The vessel was modernised in 1972-3 and fitted with diesel-hydraulic machinery. The German steam engine from the Ludwig Fessler which has Stephenson valve gear has been completely refurbished for reuse and the Trivapor should soon be steaming on the lake again, carrying passengers.

The PS Montreux of 1904 on Lake Geneva was withdrawn after the 1958 season. Her compound-diagonal steam engines were replaced by 8 cylinder Sulzer diesels with electric drive and she returned to service in 1961. In October 1998 however, Montreux was withdrawn for complete refurbishment and converted back to steam power, returning to service in 2001. She received an entirely new set of twin-cylinder diagonal engines when she was converted back from diesel to steam.

The Lincoln Castle Preservation Society have collected together surviving fragments of the ship and have publicly declared their intention to build a new paddle steamer using the original plans suitably modified to comply with present-day design requirements. The ultimate objective is to have a new ship offering excursion cruises on the Humber estuary. It is estimated the cost will be about four million pounds. A suitable engine needs to be found.

Robert Carr

The Quangos

Below are outcomes of the government review. Many of these organisations are being abolished in their current form, but will continue as voluntary bodies. Listed below are those quangos (officially NDPBs or non departmental public bodies) which relate to the role and interests of the Association. The name of the quango is first, followed by the proposed reform.

Advisory Committee on Historic Wreck Sites **No Longer an NDPB** – Abolish body and transfer functions in relation to England to English Heritage, as previously announced.

Advisory Committee on National Historic Ships **No Longer an NDPB** – Declassify and transfer functions, as previously announced.

English Heritage **Retain** – on grounds of performing a technical function which should remain independent from Government.

Museums, Libraries and Archives Council **No longer an NDPB** – Abolish body and transfer functions, as previously announced.

National Heritage Memorial Fund/Heritage Lottery Fund **Retain** – on grounds of performing a technical function which should remain independent from Government.

British Waterways **No longer a Public Corporation** – Abolish as a public corporation in England and Wales and create a new waterways charity, similar to a National Trust for the waterways.

Inland Waterways Advisory Council **No longer an NDPB** – Abolish body and functions, as previously announced.

Railway Heritage Committee **No longer an NDPB** – Abolish body and functions. No equivalent protection applies to the heritage items of any other transport sector.

(See article page 12 *IA News* 155)

[I am sure we haven't heard the last of this. *Ed*]

British Archaeology Awards

The Awards Ceremony at the British Museum on Monday 19 July 2010 was a well organised event and one of the most enjoyable for several years. We were privileged to have the presence of John Penrose MP, Minister for Tourism & Heritage, for most of the afternoon and our

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celebrity host was the television presenter Michael Wood. In the flesh Michael behaves very much as on television: he is a natural and is not putting on an act when making a programme.

There were six awards: the award for the Best Archaeological Book went to Vincent Gaffney, Simon Fitch and David Smith for Europe's Lost World: The Rediscovery of Doggerland, see *IA News* 140 page 3. The Best Representation of Archaeology in the Media was considered to be the Thames Discovery Programme web site which enables users to explore the archaeology and history of the Thames foreshore. The award for the Best Archaeological Discovery went to The Staffordshire Hoard: the largest hoard of Anglo-Saxon gold ever found.

The remaining three awards were for the Best Archaeological Project which went to the Tarbat Discovery Programme in which the church of St Colman at Portmahomack, Moray Firth, is being restored and the Pictish, Norse and Medieval remains of the surrounding site investigated; the

work at Fin Cop Hillfort in the Peak District National Park overlooking Monsal Dale which received the award for Best Community Archaeology Project; and the exhibition Lindow Man: a Bog Body Mystery which was judged to be Best Archaeological Innovation. The exhibition was held for a year from April 2008 at the Manchester Museum, University of Manchester. The Association for Industrial Archaeology is included in the list of advisors for the British Archaeological Awards. Funding is now so well in hand that from now on the Awards will be held every year; the next will be this year 2011 so get your entries ready now.

Robert Carr

Dark Satanic Mills

In this year's *Current Archaeology* Awards the five nominations for the best Research Project Article to appear in the magazine during 2010 include a piece on ten years of research on the industrial archaeology of Manchester. Entitled 'Dark Satanic Mills: The archaeology of the world's first industrial city'

the article appeared in issue 242 of *Current Archaeology* and is based on council member and co-editor of *Industrial Archaeology Review* Mike Nevell's book *'Manchester: The Hidden History'*. The article looks at the archaeology of arguably the world's first industrial city through its textile mills, transport system, warehouses and the city's living conditions. By 1850, Manchester had a population of 300,000 and was synonymous with both explosive economic growth, and the squalid worker's conditions that came with it. A decade of archaeological work has charted the growth of this great city.

Three Mills grant awarded

The House Mill has been given the green light by the Heritage Lottery Fund for a £2.65 million grant. The first stage, a development grant of £248,000 has been awarded to help the River Lea Tidal Mill Trust progress their plans to restore the mill and the neighbouring Miller's House.

The House Mill is a grade 1 listed 18th century tidal mill set in a beautiful riverside location in the heart of London's East End. This remarkable building is believed to be the largest tidal mill still in existence in the world. Originally built in 1776 on an existing pre-Domesday site, it is a timber framed building clad in brick on three sides. In addition to flour making, the mill served the famous distillery next door on Three Mills Island. Built across the River Lea, the Mill trapped the sea and river water at high tide to turn the water wheels on the ebb. The out flowing water turned four large wheels driving twelve pairs of millstones. These four wheels and six of the pairs of millstones survive together with other historic machinery. The Mill ceased milling in 1941 after the area was bombed during the Second World War.

Etruria under threat

Etruria Industrial Museum is the last steam powered potters' mill in Britain. The mill is in steam seven times a year when the 1903 boiler is fired and historic machinery can be seen working. Located in the heart of Stoke-on-Trent the museum is at risk of closure having been included in the local council's proposals for cut backs. The mill which has

Historic Monument Status from English Heritage was built to receive clay, bones, limestone and other raw material by canal and would grind this to produce slip clay for the production of pottery.

Tony Green M.B.E. who has been involved in the restoration, maintenance and running of the museum from the start, some 32 years ago, all as a volunteer for which he received the M.B.E. in 2009 has instigated an e-petition.

"We are emailing you about the council's proposals for cut backs which include the closure of Etruria Industrial Museum. The council has been very supportive in the past and this proposal comes as a shock to us.

We form part of the vital link in the history of the Potteries as the only Steam Powered Potters Mill left in working order anywhere in the world, showing the history of the preparation of the raw materials for the Pottery Industry and as such have been granted Historic Monument Status by English Heritage. We also fulfil an important role in education and the local community.

I would like you to put pressure on those involved in making the decision to close this very important historic site for the Potteries to find alternative cost savings and retain this museum under the jurisdiction of the local council by signing our e-petition at eim.epetitions.net"

City of Adelaide

The 'Clipper Ship City of Adelaide Group' has been granted planning permission to remove the vessel from the Scottish Maritime Museum, Irvine and plan to transport the vessel to Australia for preservation. The museum which could no longer afford to look after the ship had obtained permission to 'deconstruct' her.

Built in Sunderland in 1864, of composite construction, the City of Adelaide was designed for the passenger trade and worked between Europe and Australia for more than twenty years. It has been estimated that a quarter of a million South Australians may be able to trace an ancestor who sailed on the ship.

John Poulson Centenary

Last year 2010 was the centenary of the birth of John Poulson the architect from Pontefract. Starting in 1932 from a small office in

Ropergate Pontefract he had built up an enormous practice by the early 1960s with branches in London, Middlesbrough, Newcastle-upon-Tyne, Edinburgh, Beirut and Lagos.

Corruption aside - what of the buildings: he did a great deal in conjunction with British Railways and the National Coal Board as well as schools, hospitals and housing for local authorities, especially in Yorkshire. There was a campaign to list his Leeds International Pool but this was lost and the baths have been demolished.

At Aviemore in Scotland the ski resort is very much a Poulson development. The United Nations headquarters building in New York by Oscar Niemayer was a building Poulson admired but Coal House in Doncaster for the NCB, now the Council House, was perhaps the closest his firm got and this is due to be remodelled shortly. In London his office block at Cannon Street station has recently been demolished and Elizabeth House near the Royal Festival Hall may go quite soon.

Although relatively unqualified himself he did employ good architects to do the work for him and certainly some of the firm's 1950s buildings are nice examples of their period. How will posterity regard John Poulson? He certainly left his mark on Britain. In recent years the disgraced railway promoter George Hudson of York has in some senses been rehabilitated. Might John Poulson, in the fullness of time, join that club?

Robert Carr

Reigate Heath Windmill

Reigate Heath windmill which dates back to 1756 is thought to be the only one in the country which is a consecrated church. In 1880 the roundhouse was converted into a Chapel of Ease to St Mary's. Services are still held in the tiny church during the summer.

Reigate and Banstead Borough Council, which owns the mill, has been undertaking a range of restoration works including a new 30 foot tail post and the whole structure has been given two coats of tar to weatherproof it.

The mill has not worked by wind since 1862.

Rhubarb

As reported in the 'Guardian' (26 Feb 2010) Yorkshire forced rhubarb, produced indoors in the 'rhubarb triangle' between Wakefield, Leeds and Bradford, has been given EU protected status. The rhubarb is initially grown in the open but is taken into heated, darkened brick sheds to produce its pink colour and sweet flavour. It has been grown here since the 1870s, favoured by a cold and moist topsoil, local coal, and (at least in the past) a supply of wool waste from the mills as fertiliser. Traditionally the rhubarb was harvested by candlelight, which was thought to be kinder to the plants than electric light. There were once 200 growers, but there are now only twelve, who welcome the decision as it will secure the future of the trade. Rhubarb is now grown in large industrial buildings - is it time to record a traditional rhubarb forcing shed?

Derek Bayliss



City of Adelaide at the Scottish Maritime Museum, Irvine

Yorkshire and Humberside

We are already seeing the adverse effects, first of the recession, and then of spending cuts, on historic industrial sites and buildings. Planned developments are being postponed or quietly dropped. This may give some buildings a further lease of life, but others which were to be refurbished as part of a project – like the Grade II* late nineteenth century workshops of Leah's Yard in the planned Sevenstones retail development in central Sheffield – will continue to decay. More buildings will become empty, and it will be harder to find a new use for them. And our public sector partners in industrial archaeology and conservation (planning staff, conservation officers, archaeologists, museum staff, and academics) will be fewer and busier. Challenging times, but success stories among the gloom are all the more welcome.

Congratulations to the Industrial History Section of the Yorkshire Archaeology Society, based in Leeds, which celebrated its 40th anniversary in May. It developed from an earlier group set up in 1964, and offers a programme of talks and walks, a newsletter and occasional publications. The first edition of the 'Pevsner' for the West Riding appeared in 1959, with a second edition in 1967, and has been invaluable. Like others in the series it is being revised and expanded, with much more coverage of industrial and commercial buildings. The first of two volumes appeared in 2009, and covers Leeds, Bradford and the North.

In Leeds the listed Hunslet Mills, disused since 1966, still stand empty. They are a fireproof flax spinning works of 1838-40, probably designed by William Fairbairn. The office building of Union Industries, Whitehouse Street incorporates a former chapel and Sunday school and the Lion brush works. Union Industries make ropes, flags and banners, and incorporate Ralph Ellerker Ltd., founded in 1795 as tarpaulin makers and rope and twine merchants. The first White Cloth Hall in Kirkgate was built in 1711 but replaced by a second Hall in 1755 and a third (now restored) in 1775 as trade increased. What was left of the 1711 Hall was later

hidden by other buildings but was 'rediscovered' in the 1980s and is listed Grade II*. Its frontage has been taken down for eventual restoration, and adjoining buildings have been demolished. There are plans to redevelop the former Buslingthorpe Tannery (mid to late nineteenth century) in Education Road, Sheepscar, for housing, with an additional floor, a new extension and blocks on the site of adjoining buildings, to give 349 homes. Leeds was second only to London as a centre of the tanning industry and this is one of the few tanneries there to survive in anything like their original state.

At Ilkley the Victorian brewery building is now owned by Tesco, but a new Ilkley Brewery wishes to move in. English Heritage has made a £50,000 grant to protect the important lead mining remains on Grassington Moor after surveys showed growing damage from weather and water erosion. The Yorkshire Dales National Park Authority is carrying out a study about dovecotes in the National Park and is appealing for information; there is an article about them on the park website at www.yorkshiredales.org.uk/dovecotes. The community hydro-electric scheme on the Ribble at Settle, using an Archimedean screw, began generating in January 2010. Northern Millwrights have restored the breast shot waterwheel, dating from 1874, and the mill machinery at Darley Mill Centre near Harrogate. Low Mill at Bilsdale on the North York Moors, a medieval site, has been out of action since the main shaft broke in the 1980s, and is being restored to working order with a new shaft made by a sawmill in Ampleforth. There are plans for a small watermill at Collingham near Wetherby, latterly a garden centre, to be saved and reused for housing.

The Yorkshire Film Archive based at York St John University aims to find, preserve and provide access to moving images of 100 years of life in Yorkshire. It has many films of industry and work, such as CEAG Lamps in Barnsley, Wormald and Walkers blanket mills in Dewsbury, and cutlery making in Sheffield. The archive can be found at www.yfaonline.com. Holgate windmill, York, has been given funding to reopen by the National Lottery People's Millions. A Roman 'industrial estate' has been

discovered by archaeologists at a site linked to a known fort at Healam Bridge near Dishforth. It included a water powered flour mill and storage buildings, and is thought to have been occupied until the 4thc AD.

From the ancient to the modern, a 25 tonne steam turbine made by Parsons in 1967 for Drax power station has been donated to the Discovery Museum in Newcastle, and is being stored at Beamish. When made it was the most powerful high-speed turbine in the country. It has been taken out of service as part of a £100m steam turbine modernisation project. The Pocklington Canal in East Yorkshire is gradually being repaired and is navigable for half its 9½ mile length. It is a remainder waterway and British Waterways has no statutory obligation to maintain it. It includes nine locks (eight listed), four scheduled road bridges and a Site of Special Scientific Interest. The restoration is supported by the Pocklington Canal Society.

The National Coal Mining Museum at Caphouse Colliery near Wakefield is relieved to have received a budget cut of 15%, less than the 25% faced by many museums, in recognition of the high costs of keeping the mine open for underground visits. The former ticket office at Sowerby Bridge station, built in 1876 by the Lancashire and Yorkshire Railway, has been restored and opened as the Jubilee Refreshment Rooms, while an ornate First Class refreshment room at Sheffield station, built by the Midland Railway in 1905, has reopened as a real ale bar; an encouraging trend. North light weaving sheds are difficult to adapt to new uses, but the shed at Oat Royd Mill, Luddenden, in the Calder Valley, has been successfully converted to dwellings.

At Longfield Dye Works, Linthwaite, Huddersfield, where there are still sunken dye vats in the floor, an earlier three storey building with continuous windows on the top floor, probably built in the eighteenth century as a weaver's cottage, has been converted to a works canteen but is now in poor condition. Similar windows are a feature of the Colne Valley Museum at Golcar near Huddersfield, in three handloom weavers' cottages of the 1840s. It is run entirely by volunteers and commemorates

spinning, weaving, clogmaking and other local trades, by displays and working demonstrations. A fourth cottage and a butcher's and chip shop of 1904 were bought in 2008 and are to be restored as part of the Museum in a project which will cost up to £900,000. The Heritage Lottery Fund has given a Your Heritage grant of £50,000 for the first stage, mainly weatherproofing.

The sixteenth century Old Corn Mill at Bullhouse near Penistone, the highest mill on the Don, is being renovated and extended as a green business centre. The wheel has long gone and is not being replaced, but there are plans for two water turbines and heating from a geothermal water source. Down the Don, Wortley Top and Low Forges were built in the mid seventeenth century but there is documentary evidence of earlier ironmaking in the area, and it has long been suspected that this was at one or both of the Forge sites. A small excavation at Low Forge has revealed bloomery cinder, the first archaeological evidence of the sites' earlier history. A new visitor centre and shop has opened at Elsecar Heritage Centre, and Building 21, the former Iron Works rolling mill, is being refurbished as a concert and events venue. A Friends organisation has been set up. A £400,000 grant has been secured for work on the 1795 Newcomen engine, the only one to survive in its original engine house. The intention is that it should be put into running order but not steamed. This is partly for conservation reasons – the boiler and boiler house have gone – but mainly because it would not be possible to have public access in the engine house while it worked. The grant also provides for interpretation and publicity.

Keith Ayling, who was chairman of the Chesterfield Canal Trust for 18 years to 2009, died in March. He was active in setting up the Chesterfield Canal Partnership, which brings together the bodies and groups concerned in its restoration. During his time in office eleven miles of canal and 35 locks were restored. A detailed consultation document on the restoration of the Canal between Kiveton Park (Rotherham MB) and Killamarsh (Derbyshire), including the largely surface route proposed as a replacement for Norwood Tunnel, was approved and issued in

the spring. The Norwood flight of thirteen locks will be restored to its original condition. In central Rotherham, a small but attractive grain warehouse by the South Yorkshire Navigation has been demolished as part of works to improve the area round the railway station.

The Sheffield 'Star' has led a successful campaign to highlight the essential work done by the women who replaced men in the steel and engineering industries during World War 2, and to record the memories of those who are still with us. They were given a reception in the Town Hall, a book was produced, and a statue is proposed. At the time they were given little recognition, and most lost their jobs when the men returned.

There has been much controversy over the cancellation of the £80m loan offered by the previous government to Sheffield Forgemasters to build a 15,000 tonne hydraulic forging press, which they need to compete with Japan and South Korea for work in the nuclear industry. They continue to produce huge forgings and castings with their present plant, and one project this year, modest by their standards, was a 16 tonne replica of the anchor of the 'Titanic', for display at the Black Country Museum and then at Netherton, Dudley, where the original was made. Their River Don works was built for Vickers from 1864, and one aspect of its history has been recorded by Douglas Oldham in 'A History of Rolled Heavy Armour Plate Manufacture at the Sheffield works of Charles Cammell and Vickers' (South Yorkshire Industrial History Society 2010).

Sheffield's steel industry was built on the cementation and crucible steelmaking processes, which produced small amounts of expensive, high quality steel for edge tools, cutlery and engineering, and continued to do so long after Bessemer and Siemens invented ways of making cheaper bulk steel. The crucible process was a Sheffield invention, by Benjamin Huntsman around 1742. The last surviving large crucible steel melting shop was built by Sandersons in 1871 at their Darnall works. It is a scheduled ancient monument but has long stood empty and neglected. English Heritage gave £300,000 for its restoration last January, and

£200,000 has been given by local businessman Andrew Dunigan. It will be used for warehousing or offices. The Sheffield steel firm Edgar Allen was the last in Sheffield to make railway points and crossings from manganese steel alloys, and this part of its business, in Shepcote Lane, was taken over by Balfour Beatty in 2006, but they have now discontinued it. The front block (c1900) of the William Cooke iron and steel works in Tinsley Road, latterly part of the works of Tinsley Wire, has been demolished for redevelopment, as (after recording) has the 1943 Osborn Mushet tool works, known as the 'White Building', a landmark on Penistone Road (A61 North). It had Art Deco details and there was some pressure to keep it, but it was built quickly for war production and was in a poor structural state.

Last year's report mentioned concern about the future of the Grade II* listed Portland Works, Randall Street, Sheffield. It was built c1879 for the cutlery firm of R F Moseley, who were the first to produce stainless steel cutlery commercially. Applications to convert it to small apartments have so far been rejected, and now the tenants and a campaign group are taking steps to acquire the building through a community share issue for a social enterprise. An open day was held in December. The current tenants include knife makers, tool forgers and silver platers, and there are now very few suitable premises for small firms in these traditional Sheffield trades.

The Hawley Tool Collection has moved to a new gallery at Kelham Island Museum, created with a £595,000 grant from the Heritage Lottery Fund, which was opened on 16 March by Sir Neil Cossons. Appropriately, the gallery was part of the late 19thC Wheatman & Smith saw works. The Collection contains over 100,000 objects including tools of many trades, catalogues, photographs, films, and oral histories. The Museum also has a new gallery on Sheffield brewing, and work is nearly complete on its flood defences after the 2007 flood. The Sheffield Industrial Museums Trust is preparing a Lottery bid for Abbeydale Industrial Hamlet, to get the waterwheels back to work and build a learning centre. At Shepherd Wheel, the preserved water powered cutlery grinding works on

the Porter Brook south-west of the city centre, the dam has been refilled and building work is in hand. Repairs to the machinery, and a new education shelter and toilet block, are due to be finished by June.

Derek Bayliss and David Cant

East Anglia

Very little seems to have happened in the past twelve months, probably for the same reason as there was little to report for 2009: a general lack of economic activity and particularly of redevelopment in the private sector, and lack of funds with the promise of even greater cuts in the future in the public sector. In a year or two the Heritage Lottery Fund is due to be boosted with the run down of the demands on the Lottery by the Olympic Games. Apparently economic depression actually encourages more gambling. This might encourage more activity especially in the museum and preservation world, but the prospects for the relatively few surviving major industries in the area do not look particularly bright, with the exception perhaps of building and servicing the growing number of offshore wind farms, benefiting both Lowestoft and Yarmouth.

EERIAC 2010 was centred on the Long Shop Museum in Leiston, and talks on the Garrett family and the Smythes of Peasenhall were followed by a field visit to the twentieth century holiday village at Thorpeness, led by Bob Malster. Since one of the areas of economic activity that has been somewhat neglected in the past by industrial archaeologists is the holiday industry, very important in Norfolk and Suffolk and to a lesser degree in Essex, this look at a very distinctive if rather upper middle class resort held plenty of interest. Another little recognised industry was in the Breckland. The Breckland Society received a well deserved award from the CPRE for their research into the warrens of Breckland, where rabbit raising supported two factories processing rabbit pelts in Brandon. S & P Lingwood only closed in 1973, so it was possible to interview workers from both factories and warrens. The work was assisted by a grant from English Heritage but carried out by over 40 volunteers led by Ann Mason. It is estimated that at its height the

rabbit industry employed 8000.

Of some concern is the sale by Suffolk County Council of Thorpeness Mill. Very much one of a kind, this post mill was moved from nearby Aldringham and converted to provide a more picturesque method of pumping drinking water for the holiday village into the adjacent water tower. The mill needs some attention at the moment, and the attraction to cash strapped local authorities of disposing of heritage sites which fail to cover the costs of maintenance, and at the same time raising some capital, is all too obvious, but the long term effect on both preservation and access could be disastrous. The news is not good from a number of other mills: the unique drainage mill at Herringfleet was damaged by lightning in the summer of 2009, fortunately not seriously, but there are a number of other developing problems. Holton mill roundhouse needs refelting, the winding gear at Thelnetham failed and urgent replacements were needed, and a leak in the millpond at Pakenham has led to damp in the wall of the mill on the flour floor. Generally the problems of mill maintenance are catching up with the increasingly elderly volunteers at the same time as local authority funds are likely to be withdrawn. However, all is not doom and gloom. The trustees of the Thurlow estate have obtained planning permission for new cladding and repairs to the framing and boarding of Great Thurlow Mill. Even better, Great Bardwell Mill after being seriously damaged by the hurricane of 1987, finally received new sails in 2010 which first turned on Friday 13 August (some people ask for trouble!). It was a tribute to the devoted efforts of the owners, villagers and Suffolk Mills Trust over more than twenty years that a return to good working order was at last achieved.

A loss is one of Ipswich's oldest businesses, Bardwell & Jones, wine merchants. Originally part of the Cobbold brewing empire – wines were imported from the mid eighteenth century onward – it has now become part of Coe Vintners of Ilford, and the Ipswich operation closed. Of greater concern is the continuing uncertainty about the future of Tolly Cobbold's Cliff Quay Brewery. Again disused, there is inevitable deterioration to the structure, vandals have damage it

and brass fittings have been stolen. It has recently been suggested that the adjacent Vopak oil terminal might close, which would allow conversion to flats, although the listing of all the brewing equipment would clearly mean it would have to be removed for either this or office conversion. The glut of unfinished flats in Ipswich makes any immediate move unlikely. Adnams at Southwold however are expanding into small scale distilling of gin, vodka and (after three years) whisky, perhaps encouraged by the success of the English Whisky Company in Norfolk, which has now bottled its first whisky. It seems likely more of what little remains of Ransome's works at Orwell Quay will go with redevelopment proposals for Shed 8 – though again, whether anything will happen in the short term is less certain. The Mid Suffolk Light Railway Museum now has full museum accreditation, and slow but steady progress is being made in rebuilding stock and improving the track.

Maritime archaeology has seen some important landmarks. On March 24th the last steam drifter, the restored *Lydia Eva*, at last manoeuvred under her own steam with successful trials on Lake Lothing, in time for her 80th birthday on June 27th. She moved back to her summer berth at Yarmouth's South Quay and was open to the public. The next task for the Friends of *Lydia Eva* and *Mincarlo* will be to raise the funds to put the last stern trawler, the *Mincarlo*, into the same good

condition. On 17 September the *SS Robin* left Lowestoft on a pontoon after complete restoration, finance coming with the help, oddly enough, of Crossrail. *Robin* is the oldest surviving steam coaster in the world, of the type immortalised by John Masefield: "*Dirty British coaster with a salt-caked smokestack, butting through the channel in the mad March days*". She was built on the Thames in 1890, sold to Spanish owners in 1900, discovered by the Maritime Trust in 1972, and purchased in 1974. After the failure of the museum in St Katherine's Dock she eventually ended up belonging to David and Nishani Kampfner's *SS Robin* Trust, and was moored at West India Quay. It was the proposed redevelopment of this area as a Crossrail station that led to her restoration. She is temporarily being kept at Tilbury until a permanent home can be found, where it is intended she should become a museum of seafaring. Another boat which has been moved is the Stour lighter, now named 'John Constable'. After initial raising and display for a few years at Sudbury Quay, she was submerged in river silt again to prevent deterioration. Now she has been raised and moved to Brightlingsea where a fuller restoration will take place, though where on the Stour she will end up is not yet clear.

In Norfolk there seems little to report, though everyone anxiously waits to see what the County Council decides in relation to the financing of the Norfolk Mills Trust. The continuing saga of the New



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Mills compressor station site continues: one suggestion is to retain only the most historic machinery and convert the rest into small office units, with an Archimedean screw to tap the power of the fall in the river and give a better carbon footprint. Fakenham gasworks has obtained a grant to pay a project manager to

reorganise its running. Gunton Sawmill has had a good year with few significant problems, and a considerably more reasonable Health and Safety assessment (the previous one wanted an emergency stop put on machinery with a 2 ton flywheel) which has now been met. Repairs have been made to the thatched roof which was one of the first parts of the restoration – the previous thatch was a soggy heap on the floor after a storm when I first saw the mill. The Norfolk Industrial Archaeology Society marked its fortieth anniversary with a public lecture in the Forum which was well advertised and well attended. It intends to republish its early journals in the far better formats now available and with photographic as well as line illustrations – Roneo printing had severe limitations. It would also like to publish some of its records. At the moment the society is working on recording beating chambers (where nets were repaired and treated) in Gorleston. However, its real concern which may well be shared elsewhere, is that to save money the museums seem intent on



SS Robin on pontoon ready for journey to Tilbury

Photo: David Alderton

deacquisitioning (if such a word exists) items which do not fit its current collecting policy, principally it would seem to reduce storage costs. Since many of these are items of agricultural and other machinery either made or used in Norfolk, the society is naturally concerned. Matters are not helped by the fact that maintenance while in storage was not always good and there has been rot and decay. Should museum curators get rid of items for which they personally see no purpose but which might well seem significant in the future?

Again, there seems little to report from Cambridgeshire. One of those mysterious fires which seem to plague derelict industrial buildings has put the future of Fosters steam mill and silo by the station at risk, and their future very uncertain. These magnificent Victorian structures were visited by the Cambridge Conference shortly before milling ended. Proposals to extend the ballast recycling plant on the site of the great marshalling yards at Whitmoor led to an archaeological survey which revealed remains of a turntable, maintenance pits and the bases of the heavy oil tanks put in when the early British Railways experimented with oil fuel for steam locomotives. An ecological survey found some great crested newts which could hamper any development. The guided bus route, mentioned before, is still not in use, but what remains

of the stations with platforms and canopies removed is rather depressing, even though they did demolish a crossing-keeper's hut which was in the way and rebuild it nearby. Stretham Old Engine has a new exhibit, an Easton, Amos and Anderson steam pump, excavated by Ian Hinde and volunteers from the site of the Mount Pleasant Pumping station on the Forty Foot Drain. Boats seem topical this year: A Fen lighter rescued in the 1970s from Roswell Pit near Ely, and displayed at Cheddars Lane Museum, which could not properly maintain it, has now been taken to Downham Market for restoration. The intention is eventually to put it on display in the coal yard at Stretham Old Engine. At Cheddars Lane there was a double celebration to mark the 40th Anniversary of the foundation of the museum and trust and the 25th Anniversary of the restoration of the boiler and commencement of steaming of the engines. To mark the event the Mayor of Cambridge opened the reconstructed ash disposal railway which used to serve the site. A replacement steam-powered winch demonstrated how it worked. More prosaically, but probably more essentially, work is underway to ensure all items held by the museum are on a database, necessary to achieve accreditation. Lastly, a joint application has been made with the Cambridge County Folk Museum for HLF funding towards the cost of a

three year appointment of a volunteer co-ordinator, both to encourage volunteers and to ensure they are used to best effect.

Although I now live in Essex, my main source of information remains the Conservation Section of Essex County Council, and I am indebted to Laura Belton for her assistance. The department continues with its invaluable industrial surveys, endeavouring to record all substantial industrial remains within various categories. The Tanneries and Gasworks Surveys are still under way, and the Railway Survey is being pursued using local enthusiasts to assist. Lines for which surveys are completed or under way include the Colne Valley branch to Halstead, the Stour Valley branch, Witham to Braintree, London to Cambridge including the long closed Great Chesterford to Newmarket line, the Great Eastern built sections of the Central Line, the Thaxted branch, Woodham Ferrers to Maldon and Maldon to Witham lines and the Shenfield to Southminster line. A survey has been started of windmills and windmill sites, funded by the Essex Heritage Trust and the Essex C.C. Windmills team. This seeks to bring together all the research already undertaken by mill enthusiasts, some, but not all, already published, and try to integrate these sources. The purpose is to provide a context to enable the value of surviving mills to be properly understood: for example, if

there were once many mills of a particular type, and only one or two remain, those mills would be particularly valuable. The intention is to survey externally and, where structures remain, internally all surviving structures or earthworks. Essex C.C. staff will lead local volunteers, for whom training sessions will be provided. New listings include some 1936 almshouses given by William Julien Courtauld of the textile firm. Finally, a local volunteer has assessed sources and identified former toll houses in Essex. The Milestone Society is very active in Essex and keeps a sharp eye on the surviving mile markers, including repairing and repainting where needed with, of course, the necessary permissions. Finally, at Chappel and Wakes Colne Station the East Anglian Railway Museum has acquired a new Heritage Interpretation Centre, courtesy of the army which had a surplus building at Colchester and a lot of work by volunteers.

As always I should like to acknowledge the help I have received from a number of people, among them Ken Alger, Laura Belton, Alan Denny, David Durst, Peter Filby, Barre Funnel, Keith Hinde, Derek Manning, Phillip Tolley and Steven Worsley. At least my recent move to Essex may mean that coverage in that county will improve!

David Alderton

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Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

- Brewery History*, 138, Winter 2010
- Bristol Industrial Archaeological Society Bulletin*, 131, Winter 2010
- Hampshire industrial Archaeology Society, Focus* No 75, December 2010
- Hampshire Mills Group Newsletter*, No 91, Winter 2010
- Histelec News: Newsletter of the South Western Electricity Historical Society*, 45, August 2010; 46, December 2010
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- TICCIH Bulletin*, 49 3rd and 50, 4th quarter 2010
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- Triple News: Newsletter of the Kempton Great Engines Society*, 39, Summer 2010
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- Welsh Mines Society Newsletter*, 63, Autumn 2010
- Worcestershire Industrial Archaeology & Local History Society, The Journal*, Issue No 39, Winter 2010
- Yorkshire Archaeological Society Industrial History Section Newsletter*, 80, Autumn 2010

Industrial Reading, Berkshire Industrial History Group, Map and Gazetteer 2010

This A3 folded sheet is an excellent example of what can be produced to publicise the industrial history of a local area. With a very clear map and

23 sites listed, it goes a long way to extend the reputation of Reading from beer, biscuits and bulbs to such as Thorneycroft engines, gypsy caravans and Cock's Reading Sauce. (My mother used to observe the pickles being stuffed into the jars from her office window across the street. *Ed*)

The Cumbrian Industrialist Vol 7 2010, The Cumbria Industrial History Society

Four papers on predominately Cumbrian issues including gasworks, textile mills and compensation for industrial diseases.

Books

The Toll-houses of Essex, by Patrick Taylor, Polystar Press, Ipswich, 2010. ISBN 978 1 907154 03 1. 80pp, 75 illus. £7.95.

This illustrated gazetteer lists some 30 surviving toll houses in Essex, each with a photograph and a short description, and also notes on vanished examples. The layout follows the same formula of earlier books on toll-houses from the same publisher, with an introduction giving some background on turnpikes and their organisation in general, although this time the reader is given examples of imposters, 17 unusual buildings that appear to be toll-houses but are in fact not!

Dorset Barns, by Jo Draper and David Bailey, Dovecote Press, Wimborne, 2010. ISBN 978-1-904-34987-7. 144pp, illus. Hardback, £20.

Dorset's barns are one of its greatest glories. At their peak in the mid nineteenth century there were probably over 3,000, of which more than 1,000 still stand. And form a visible record of an unrivalled architectural legacy. This pioneering book is long overdue – partly because their numbers are dwindling, but also because the changing character of farming has often obscured their original purpose. The earliest to survive are medieval and were built by the monasteries with stone from local quarries. Many are lined internally with chalk blocks, others of cob, or brick, or timber weatherboarding. Some have owl holes, others the sling-braced roof that is unique to Dorset. Thatch, stone, slate and clay tiles capped buildings that ranged from small tithe barns to enormous cathedrals boasting two or three porches, from 'model' estate barns built in the mid-Victorian boom years, to remote field barns miles from anywhere. The invention of the traction engine and its threshing tackle in the 1860s spelled the beginning of the end. Some have disappeared without trace, others converted into housing, yet more replaced by modern purpose-built stores. Happily, enough still stand to provide a portrait of a wide range of Dorset barns, and of a level of rural craftsmanship that has rarely been surpassed.

DIARY

**2 MARCH 2011
TOWARDS AN AGENDA FOR
THE HISTORY OF EARLY
MAIN-LINE RAILWAYS**

at the Conference Centre of the National Railway Museum, York, this workshop will explore the time between the opening of the first main lines and the comparative maturing of the industry in the last third of the nineteenth century. The afternoon will consist of two pairs of short position papers, followed by discussion. See the Institute of Railway Studies & Transport History website: www.york.ac.uk/inst/irs/

**12 MARCH 2011
THE LAST DROP:
ENGLAND'S SURVIVING
BREWERY HERITAGE AT THE
NATIONAL BREWERY
CENTRE, BURTON-UPON-
TRENT**

this day conference will launch English Heritage's 'SHIERS' report on our brewing heritage. The morning session will focus upon the project and its recommendations whilst the afternoon will be concerned with ways forward by way of case-studies on brewery archaeology in the Royal Clarence Yard, Gosport and the conservation of breweries in Burton and Newark. The event is organised by the Brewery History Society with the support of English Heritage. For

further details go to www.breweryhistory.com Other enquiries to Mike Bone at mandabone

**2 APRIL 2011
SOUTH WEST & WALES
REGIONAL CONFERENCE**

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

**9 APRIL 2011
COUNTRY HOUSE
TECHNOLOGY**

At the Rheged Centre near Penrith, Cumbria, hosted by the Cumbria Industrial History Society. Home-made gas – electricity from water

turbines – ice houses for refrigeration – water supply systems – and more. Many country house owners invested in new ways to overcome the disadvantage of their rural location, isolated from mains supplies. Keynote talks from Prof Marilyn Palmer and Dr Ian West will be followed by a number of presentations looking at how the buildings, equipment, and processes outside worked to improve the comfort and convenience of those inside the country houses of Cumbria.

Booking forms and further information are available at www.cumbria-industries.org.uk or by phoning 015395 68428. The conference fee is £22.50, which includes a buffet lunch

**14-16 APRIL 2011
ELEVATORS AND
FUNICULARS OF THE WORLD**

Santiago and Valparaiso, Chile
information from TICCIH-Chile:
congresso@ticcih.cl

**14-16 APRIL 2011
ON THE SURFACE: THE
HERITAGE OF MINES AND
MINING INNSBRUCK,
AUSTRIA**

For further details on the conference
go to www.tourism-culture/news/2.html
or email ctcc@leedsmet.ac.uk

**16 APRIL 2011
SERIAC 2011**

At Sussex University, Falmer,
Brighton. An IA Miscellany
including airports, horses, coalfields
and ice wells. Hosted by Sussex
Industrial Archaeology Society
(SIAS) sussexias.co.uk

**21 MAY 2011
EMIAIC 81: THE IMPACT OF
LEAD MINING ON THE PEAK
DISTRICT LANDSCAPE**

at Matlock Bath, hosted by the Peak
District Mines Historical Society. The
conference explores the impact of
lead mining on the Peak District
landscape both underground and on
the surface, with talks on the

archaeology of mining, drainage and
the challenges of filming
undergrounds, followed by site visits.
Contact for the conference is Peak
District Mining Museum, The
Pavilion, South Parade, Matlock Bath,
DE4 3NR; Phone: 01629 585834; e-
mail mail@peakmines.co.uk.

**27 MAY 2011
SAFETY AND ECONOMY IN
THE OPERATION OF LARGE
HISTORIC MACHINES**

at Kew Bridge Steam Museum,
Brentford this seminar will review
the problems and the risks in
operating large machines, mainly
steam engines designed in the early
19th century. Meeting modern
safety standards while using a
largely non-technical volunteer
team without a steam background
is becoming more difficult.
Development of verifiable safety
systems and culture will be debated
as will the problems, both technical
and financial, of living in an
economic climate where the
attraction has to generate an
adequate income to deal with safety
matters.

For details, contact John Porter at
the Museum or be Email:
john.s.porter@virginmedia.com.

**30 MAY - 5 JUNE 2011
AIA VISIT TO SWEDEN**

Organised by Heritage of Industry.
Exploration of a major area of
Sweden's rich industrial
archaeology, full programme
starting from Stockholm with inter
alia visits to copper, iron and paper
works, both historic and modern.
Contact Bill Barksfield
bill@heritageofindustry.co.uk

**29 JULY - 1 AUGUST 2011
NAMHO 2011**

at Preston Montford Field Centre,
Montford Bridge, Shrewsbury, the
annual conference of the National
Association of Mining History
Organisations, hosted by Shropshire
Caving & Mining Club and
Shropshire Mines Trust Ltd. More
information from
www.namhoconference.org.uk

**25 AUGUST - 2 SEPTEMBER
2011**

AIA ANNUAL CONFERENCE
at the University, Cork, Ireland.
Details and a booking form are
included with this mailing.

*Information for the diary
should be sent directly to the
Editor as soon as it is
available. Dates of mailing
and last dates for receipt of
copy are given below. Items
will normally appear in
successive issues up to the
date of the event. Please
ensure details are sent in if
you wish your event to be
advised.*

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



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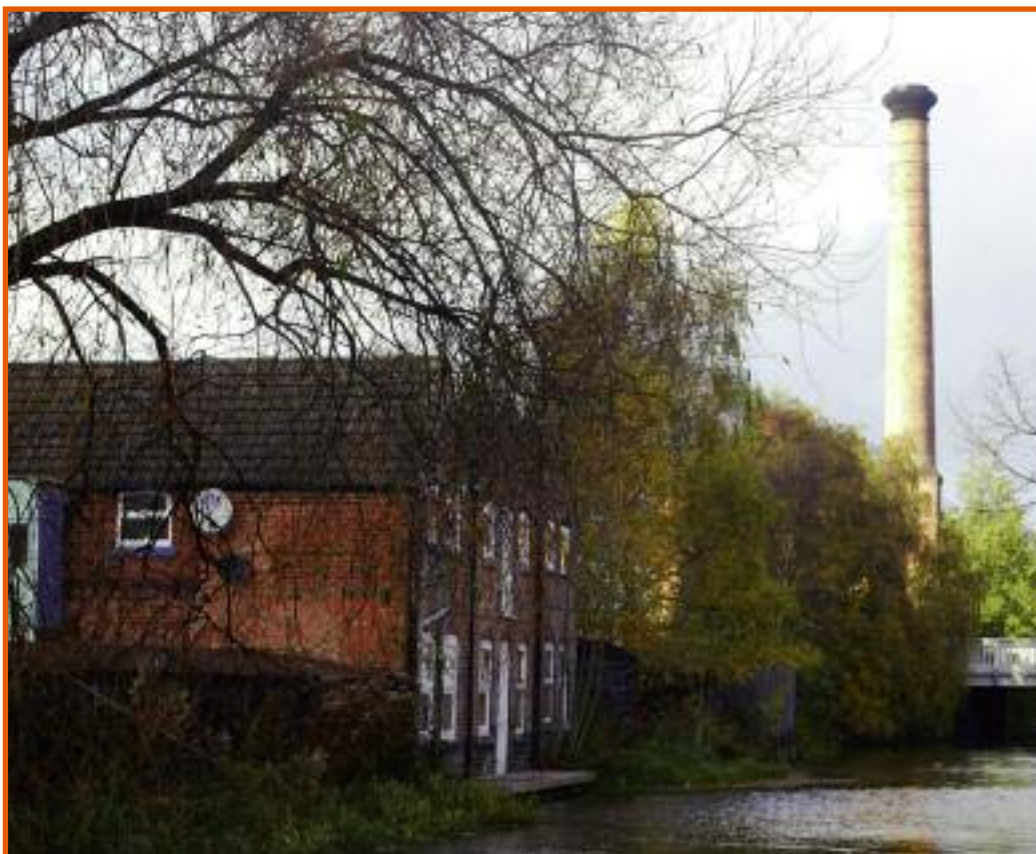
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- 1 July for August mailing
- 1 October for November mailing

*The AIA was established in 1973 to promote
the study of Industrial Archaeology and
encourage improved standards of recording,
research, conservation and publication. It
aims to assist and support regional and
specialist survey groups and bodies involved
in the preservation of industrial monuments,
to represent the interests of Industrial
Archaeology at national level, to hold
conferences and seminars and to publish the
results of research. The AIA publishes an
annual Review and quarterly News bulletin.
Further details may be obtained from the
Liaison Officer, AIA Liaison Office, The
Ironbridge Institute, Ironbridge Gorge
Museum, Coalbrookdale, Telford TF8 7DX.
Tel: 01325 359846.*

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



Erewash Canal linked to the River Trent and the canal network

Photo: Roy Murphy