

# INDUSTRIAL ARCHAEOLOGY NEWS

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# INDUSTRIAL ARCHAEOLOGY NEWS 157 Summer 2011

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## Transform at Snibston Colliery

*Reuse is essential if Industrial Heritage is to be maintained but it can be achieved in many ways. Leicestershire County Council's Snibston Colliery is the focus for an innovative arts project called Transform that is bringing together the visual arts and the industrial, technological and design heritage of Leicestershire.*

Carolyn Abel, Principal Curator, Snibston,  
Leicestershire County Council  
Maurice Maguire, Lead Artist, Transform &  
Senior Lecturer, De Montfort University

Snibston is a large visitor attraction located in Coalville, North West Leicestershire, located on the site of the former Snibston Colliery. The latter, built by George Stephenson, opened in 1832 and following its closure in the 1980s, was reborn as a museum and industrial heritage centre in 1992.

Funded by Arts Council England, the Transform project is at the heart of Snibston's major regeneration programme. Through a series of commissions, the site and its collections will be the creative inspiration for works produced by Midlands-based visual artists. The aim is to reveal new dimensions to Snibston, highlighting the connections it has to other places, activities and people; linkages that extend beyond the immediate vicinity to engage with wider regional, national and international contexts.

Transform was officially launched in August 2010 when the Lead Artist Maurice Maguire, transformed Snibston Colliery buildings with a series of illuminations and projections, based on his interpretation of the grain of the site, to re-clothe and texture the headstocks and ancillary structures. This event, captured by photographer John Robertson, revealed a whole new way of viewing and, more importantly, thinking about the iconic structures embodied in this At Risk Scheduled Monument.



Photo: © John Robertson

This challenging integration of industry and art is beginning to offer new routes for discovering and exploring the significance industry has played in shaping our collective past. To this end a vital part of the process is to engage local people and wider audiences in the process of developing these pieces. A long-term ambition is for artists to begin to see Snibston as a place of inspiration and a landscape in which major works can be exhibited. It affords opportunities for partnerships with other industrial heritage sites both within the locality, the region and beyond – for example, the Ruhr Valley, where there has long been an interface between industry and artistic culture. But at the heart of Transform and Snibston's regeneration programme is the interpretation and preservation of our industrial past for future generations and the means by which we can encourage our audiences to share in the understanding of that past and care about its future.

To find out more about the project and the progress of the work, visit: [www.snibston.com](http://www.snibston.com) and follow the links through Facebook.

## News from the Wider Heritage World

*The decision to abolish many of the 'Quangos' did not, of course, abolish the tasks they performed. Here is a summary of how these tasks will be achieved with more limited resources.*

Tony Crosby

**English Heritage** – Although English Heritage (EH) survived the review of the quangos last year by the Coalition Government, they are having to make over 30% savings over the next four years with the majority of the savings having to be made in the first year. EH are therefore having to prioritise their work, concentrating on their statutory duties and functions which only they are able to perform. Their National Heritage Protection Plan (NHPP), the framework for their work over the next four years to 2015 will be published and launched by the Minister in May. The Interim NHPP published late last year took into account comments made in an earlier consultation and the new grant settlement they will receive from DCMS. Industrial and transport heritage figure large in a number of the activities and projects that EH plan for the next four years and they intend to build on successful models of good practice, such as the production of the Brewery SHIER (State of the Historic Industrial Environment Report) achieved in partnership with the Brewery History Society. In fact the NHPP envisages that partnerships with other organisations such as the AIA are essential to the successful implementation of the Plan.

## COVER PICTURE

TRANSFORM at Snibston Colliery

Photo: © John Robertson

Consultation on the Interim NHPP proved to be very supportive of the Plan and drew in helpful comments. An Advisory Board of about 20 members is being established representing a wide range of stakeholders from across the heritage sectors and is to be administered by the Heritage Alliance. *More details of the National Heritage Protection Plan and the AIA'S contribution are on page 10*

**The Advisory Committee on Historic Wreck Sites** ceased to exist on 24th March 2011. From now English Heritage will provide advice on designations and licensing of historic wrecks under the Protection of Wrecks Act 1973, while the Devolved Administrations will secure their own advice for their Ministers.

**The Advisory Committee on National Historic Ships** – Having been declassified in the quango review, National Historic Ships (NHS) will continue to receive a Government grant for a further four years, but with a 15% cut in the grant. Negotiations are still underway as to which organisation will host the NHS in future. Soon a proposal regarding the transfer of the NHS's functions to the National Maritime Museum is likely to be on the NHS website for comments.

**The Railway Heritage Committee** – Having been abolished in the quango review, the Railway Heritage Committee (RHC) is currently in discussion with the National Railway Museum regarding the transfer of the functions and powers of the HRC to that Museum, although there will not be any funds to transfer.

**British Waterways** – On 30th March 2011 DEFRA launched a three month consultation on the transfer of BW to a new national charity –(except for Scotland's waterways which will be transferred to the Scottish Parliament). The Environment Agency's waterways will remain managed by the Agency until at least 2015. In 2014 the performance of the new charity will be reviewed and options considered for the transfer of the EA's navigations at that time, in agreement with the charity's Trustees and if it is affordable to do so.

**Heritage Lottery Fund** – The Heritage Lottery Fund (HLF) also survived the review of quangos and will continue as an independent organisation until at least 2019 when its licence is due for renewal. Not only is it continuing to function, but the amount of grant money HLF has to award to heritage projects will increase to £250m in 2011-12 and £300m in 2012-13.

**Museums, Libraries and Archives Council** – Having been abolished in the quango review, its functions are being transferred to the Arts Council. It seems that the awarding of PRISM grants will continue although the amount available is not currently known.

## The Future for the Inland Waterways

*The government's proposal to transfer the management of the inland waterways from the British Waterways Board to a new charity has now entered the consultation stage and this is due to close on 30 June 2011. Below is the government's summary of the proposal followed by comment from Peter Brown on the possible consequences of the change.*

### Official Summary

This consultation seeks views on how in future the inland waterways in England & Wales, that are currently managed on behalf of the Secretary of State for Environment, Food and Rural Affairs, will be run. It sets out the rationale for moving these waterways out of the public sector and into a new civil society organisation and the principles which will guide the Government in deciding on the way forward.

The creation of a New Waterways Charity (NWC) will give waterways users and their local communities a greater involvement in how the waterways are managed. The proposal will also help the waterways to be more financially sustainable, as the new charity will have access to new sources of commercial and private income and fundraising, including legacies and donations. It will create the opportunity to grow a strong base of volunteers who can help maintain a range of waterways assets, through their knowledge, expertise, passion and commitment. To take part in the consultation email [NWCresponses@defra.gsi.gov.uk](mailto:NWCresponses@defra.gsi.gov.uk) and for more details consult: [www.defra.gov.uk/consult/waterways](http://www.defra.gov.uk/consult/waterways)

### Comment

Peter Brown

British Waterways (BW), at the moment officially a nationalised industry, is to become a charitable trust in April 2012.

BW's responsibilities include almost all the canals plus some navigable rivers including the Severn, the Trent and the Aire. The other navigable rivers (principally the Thames, Great Ouse and Nene) are mainly the responsibility of the Environment Agency — these will transfer to the new charity in 2015, subject to a review of the charity's performance in 2014. The Scottish government has decided that its canals will not transfer.

A charity would be able to bid for money from funders who would not give it to a branch of government. It would have members paying an annual subscription to support its work, and it would be more attractive to volunteers. There are also greater financial freedoms particularly in borrowing money and certain tax advantages.

The proposal is to have a small number of trustees who would report to a larger council made up of 'stakeholders' drawn from the various interests such as boating, fishing, walking, cycling

and conservation. The council would have influence rather than power. The change is supported by all parties and by BW's Board. A 'national trust for the waterways' has long been an aspiration of the Inland Waterways Association.

BW's management has stressed it will not merely be BW under another name but will be a totally new organisation, though with much staffing continuity from the old. It will certainly need a change in attitudes: in 2009/10 BW had a turnover of £187m, and nine staff were paid over £140,000. (In fairness, they did waive their performance-related bonuses, which would probably have been a minimum of an extra £20,000 each). This compares with the National Trust, which had a turnover of £406m, but had only one person paid over £140,000.

Will it be successful? Much depends on funding. The government has announced that its grant to the charity would be £39m in 2012/13 and that it would not fall below this figure up to 2022/23. However, this is a 24% cut in grant compared with 2010/11 and so far there has been no promise that the £39m would be revised annually for inflation.

What about membership? Unlike the National Trust's members, the members of the new charity will not have voting rights — they would more truly be described as 'supporters'. The main attraction of National Trust membership is free entry to properties. The new waterways charity could not offer anything similar, so why become a member of that charity rather than of the Inland Waterways Association?

And volunteering? Much has been said about the National Trust's success in attracting over 60,000 volunteers. However, part of the reason is the camaraderie of the people working together at the various properties. Many of the waterways volunteers would be working in relative isolation. Also there could be a feeling that one was not really adding something but instead one was doing a job for which previously someone was paid.

British Waterways has over 2,700 listed buildings, a number exceeded only by the National Trust and the Church of England. It also has over 50 scheduled monuments and over 400 miles of conservation area. Its waterways pass through five World Heritage Sites including the Pontcysyllte Aqueduct & Canal Site, which is one of only three worldwide and was created specifically because of its canal. The new waterways charity's performance is therefore vitally important to anybody interested in the country's built heritage and industrial history.

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

# Armstrong Bi-centenary

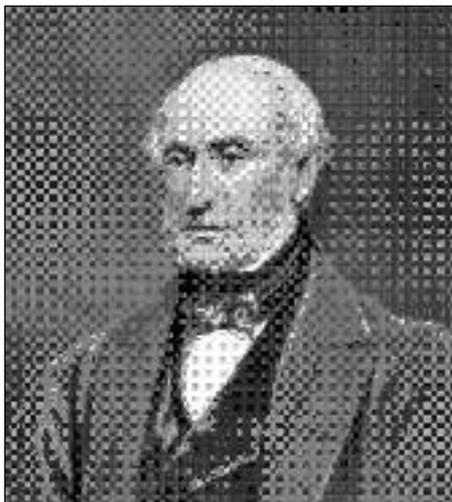
*William Armstrong was one of the greatest of nineteenth century engineers though less well remembered than others. IA News apologises for missing his anniversary.*

Robert Carr

The bi-centenary of the birth of W G Armstrong occurred on 26th November last year. Sir William Armstrong was one of the most influential engineers, industrialists and entrepreneurs of the 19th century. There were local celebrations in the North East but this event seemed to arouse surprisingly little public attention at a national level despite the fact that his house, Cragside, has several times been featured on television.

William George Armstrong FRS (1810–1900) was an industrialist from the north east who essentially founded the Armstrong-Whitworth manufacturing empire. Initially following a legal career, he worked for eleven years as a solicitor. He took an interest in water-powered machines and in 1846, as an amateur scientist, became an FRS. Armstrong developed a successful hydraulic crane and in 1847 the firm of WG Armstrong & Company was formed which grew rapidly. In 1850-51 he was responsible for the invention of the highly-significant weight-loaded hydraulic accumulator which paved the way for the widespread adoption of 'hydraulic power', a system in which energy is distributed by means of water at high pressure in pipes.

In 1854 Armstrong learned of the difficulties the British Army were having with heavy field guns in the Crimea. He therefore designed and built a lighter breech-loading gun with a rifled barrel which fired shells rather than balls. The barrel of this gun consisted of a steel lining within wrought iron reinforcement. The success of Armstrong's guns led to the establishment of a separate armaments firm, the Elswick Ordnance Company. Perhaps it is the association of Armstrong with Vickers-Armstrong and the large-



William Armstrong

scale manufacture of armaments, sold to all and sundry, which has made him less of a popular hero than I K Brunel or Robert Stephenson. It is hinted that Andrew Undershaft, in George Bernard Shaw's 1905 play *Major Barbara*, was loosely inspired by William Armstrong.

## Cleveland Street Workhouse

*The Cleveland Street Workhouse was originally built in 1775 and it is the best preserved Georgian era workhouse in Central London, one of only three remaining in the Capital.*

Thanks to Paul H Vigor for bringing this to our attention.

On 14 March Aimery de Malet Roquefort, on behalf of the Cleveland Street Workhouse Group, wrote with the 'fantastic news' that the Secretary of State for Culture, Media and Sport had reviewed their application and had decided to list the building at Grade II. Although development will still take place this decision will ensure that the central core Georgian elements will be protected.

The building has witnessed a unique evolution in the medical care of the sick and poor, being a workhouse infirmary for most of its existence, with purpose-built Nightingale wards added a century after its inception. Then, at the end of the workhouse era in the 1920s, it became part of the charitable Middlesex Hospital. State-of-the-art surgical and maternity facilities were housed there between the Wars, and it was an important local facility during the Blitz. The same building served sick Londoners under the National Health Service, as the Middlesex Hospital's Outpatient Department, until the hospital's closure and demolition in 2005.

The Cleveland Street Workhouse has survived largely unchanged since the Georgian era. Its austere appearance is a rare testimony to the bleak and utilitarian institution it was designed to be. Its back yard was a graveyard for the poor, full of dead to a depth of at least 20 feet.

Changes made to its internal fabric over time – like safety windows and fire doors, skylights, water closets, and showers – were part of the evolution of hospital architecture over the centuries it has served. The building embodies the evolution of health-care for ordinary Londoners since the days of King George III.

Recent research has revealed that the building was the likely inspiration for Charles Dickens' *Oliver Twist*, since the famous author lived only a few doors away, on the same side of the road, for nearly five years of his early life, before he became famous as 'Boz'.

Dr. Joseph Rogers – the most active and successful reformer of workhouse medicine of the 19th century – was the workhouse medical officer there in the mid-19th century. Charles Dickens was an active supporter, as was Louisa Twining, the famous medical journal, *The Lancet*, and (behind the scenes) Florence Nightingale.

Important architects have been involved in the building's design: the well-known Georgian architect Thomas Hardwick (responsible for the Grade I listed St. Mary the Virgin Church in Wanstead among many others) was responsible for two of its wards, while Giles & Gough (who designed the Grade II listed Langham Hotel) were the architects of the fine pavilion wards now standing at the rear of the building.



Cleveland Street Workhouse

# The Construction of Crossrail

*One of the largest construction projects in Europe, Crossrail, will affect many historic sites. Bob Carr describes work at Tottenham Court Road and in the West India Docks. Below Michael Bussell describes how establishing good relations with the contractor has had positive results at Old Oak Common.*

Robert Carr

Work on the building of Crossrail in London is now well underway. Enabling-works started about the beginning of 2009 and the main construction in 2010. The clearing of work-sites and the sinking of shafts in and around central London is particularly difficult due to the congestion, high property prices, listed buildings and the necessity of avoiding previous subterranean works. Scheduled to open in 2017, Crossrail will be similar to the RER in Paris allowing full-size suburban trains to run into London, under it and out again on the other side.

Initially, Crossrail is to operate a 73 mile system from Maidenhead and Heathrow in the west, beneath central London in a pair of new tunnels 20 feet in diameter and 13 miles long, to Shenfield and Abbey Wood in the east. It will increase London's public transport capacity by roughly ten per cent. The new subterranean route will have to weave its way between existing Tube and road tunnels and the foundations of tall buildings. Electrification is to be overhead using the 25 kV, 50 Hz AC system and in the central section there will be up to 24 trains per hour in each direction. Trains are to consist of ten carriages. The main tunnel boring work starts this year.

Naturally, such a large civil engineering project will affect archaeology as well as standing buildings but things are being carefully and agreeably done with due regard to heritage. Sites of activity stretch for over ten miles across London but space forbids mention of more than two examples. One of the main areas affected so far has been just south of the junction of Charing Cross Road, Tottenham Court Road and Oxford Street. On the west side of Charing Cross Road several buildings including the Astoria Theatre, latterly used as a live-music venue and night club, have been demolished and the site is now a large and busy works area with construction materials and tall silos.

The Astoria Theatre, at TQ 298 813, was converted from a warehouse in 1927 and used as a cinema up to 1976. The memorable last-ever music night here, a six-hour 'Demolition Ball' held on 14 January 2009, was a sell-out. Amy Winehouse, Nirvana, Radiohead, Oasis, Arctic Monkeys and many more once performed here. Other popular music venues in the vicinity, the Metro, Sin nightclub and The Ghetto, have also been demolished.

The fountains in front of Centre Point to the northeast have also gone despite a campaign for

their retention. Listed grade II in 1995, along with the Centre Point office block itself, they were designed by Jupp Dernbach-Mayen who used to live in Hampstead. There are proposals to re-erect these fountains elsewhere, at a new development at the East India Docks or perhaps Whitestone Pond, Hampstead. The general public had something of a love-hate relationship with the fountains; you never seemed to know when they would be working. It is claimed that they were often dry during a hot summer but in full spout on windy winter days when passers-by would be soaked by spray. In the area around Centre Point the pavement layout has been criticised. Pedestrians can be forced into a bus lane giving rise to the highest level of pedestrian injuries in Central London. The area once occupied by the Plaza will be used as a construction site by Crossrail.

The Centre Point tower, a prominent London landmark, has 35 floors and is 385 feet high. Planning permission to build this office block was finally granted in August 1959, a condition being that around the base of the tower there would be room for traffic to circulate, hence the plaza and fountains. Work started in 1962 and it was completed in 1964. The architects R Seifert and Partners also designed the Nat West Tower, now Tower 42 – 600 feet high – built 1971-80. A building the size of Centre Point has deep foundations which restrict where the Crossrail station can be built. Because of the building work in progress, traffic northbound on the Charing Cross Road is suffering lengthy delays.

At the West India Docks a considerable area of William Jessop's Import Dock of 1802 has been dewatered for the building of Canary Wharf station which will be one of the largest on Crossrail. The station building rising up through the Dock itself will be six storeys high. Four of the six storeys will be for retail with restaurant and community facilities on the top floor. A semi open-air timber lattice roof will allow views out over the Dock. The 'station box' is expected to be

finished by the summer of 2012 in time for the arrival of the tunnel boring machines. The original battered dock walls are listed grade I and these are not being touched. During works at the West India Docks over the last decade or so contractors have been referring to Jessop's walls as 'banana' walls.

The site of the station is wholly within the Dock. Its specially constructed coffer dam was completed in early 2010 and pumping to drain the area enclosed was officially started on 11 February 2010 by the Transport Minister, Mr Sadiq Khan MP, and Mr Rob Holden, Chief Executive of Crossrail. They switched on the pumps to drain nearly 22 million gallons of water from inside the dam, transferring water to the remaining part of the Import Dock at up to 2,900 gallons per minute. When about three feet of water remained a specialist team went down to the dock bed to safely remove and relocate fish and other aquatic life.

## Developments at Old Oak Common

Michael Bussell

In *IA News 155* Robert Carr reported on the prospective loss of the unlisted buildings and other structures at the former GWR locomotive depot at Old Oak Common in west London, including buildings designed under the leadership of its renowned Chief Mechanical Engineer, G J Churchward. The site is planned to accommodate the maintenance depot of the Crossrail scheme that will create an east-west main line rail link across London. (And, following a Government announcement just before Christmas, it now appears that the new high-speed rail line HS2 will have a station just to the east of the depot site, allowing interchange with Crossrail, the Heathrow Express, and the Great Western main line.)



*Looking east across the last surviving turntable at Old Oak Common on 24 June 2010, before it was moved to the Swanage Railway. The 'Factory' maintenance shed is the large building centre right, with the Stores building to its right*

*Photo: Michael Bussell*



Old Oak Common, the Stores building exterior from the north-east

Photo: Michael Bussell

Concern over these proposals has in the event led to a very constructive engagement with the Crossrail project team. The leading figure here has been the Chairman of the Hammersmith & Fulham Historic Buildings Group, Angela Dixon, advised by members of the Group and GLIAS with industrial archaeological knowledge (including Malcolm Tucker, who had written a very useful study of the surviving 1906 'Factory' building, in which steam locomotives underwent major maintenance). It is accepted that the scheme will involve clearance of the site and, as Robert reported, the Crossrail Act now debars the buildings from listing. So the emphasis has been on developing a better understanding of what actually remains while it is still there, and then on implementing appropriate levels of recording and on identifying significant features that might be salvaged.

As a result of discussions, Crossrail commissioned an archaeological assessment of the built heritage by Pre-Construct Archaeology. This has involved extensive documentary research, and includes recommendations for building recording to the standards defined by English Heritage, as well as proposals for salvage of a number of building elements. The building recording is now in hand. A very informative site visit on 24 June at the invitation of Crossrail was guided by P-CA and attended by members of the Historic Buildings Group as well as representatives of English Heritage, GLIAS, and the London Borough of Hammersmith & Fulham.

Among the structures seen during the visit was the last of four turntables, each within one of the four locomotive roundhouses (all long-demolished). The original turntable was replaced

in 1953 by a 70 foot installation from the well-known makers of railway equipment – Cowans, Sheldon of Carlisle. It is pleasing to report that Network Rail agreed the transfer of this to the preserved Swanage Railway, where it will be returned to service after years of disuse. The move duly took place in early November.

Railway enthusiasts will be familiar with photographs of GWR locomotives taken at Old Oak Common, in which the depot's buildings serve only as a backdrop. We look forward to a descriptive publication based on the recent documentary research and the on-site recording that will give due recognition to the buildings and ancillary structures, without which these machines could not have operated.

## Bonawe Furnace

*A remarkable survival near Taynuilt, Argyll, in the care of Historic Scotland, has been brought to our attention by Chris Hodrien.*

Text courtesy of

[www.undiscoveredscotland.co.uk](http://www.undiscoveredscotland.co.uk)

Just north of Taynuilt is the Bonawe Iron Furnace, a relic from an industrial past that produced anything up to 700 tons of iron per year from 1753 to 1876. It is in the care of Historic Scotland and open to the public from April to September.

Your first reaction on finding a large iron furnace in this beautiful spot is to look at a map to work out where the iron ore came from. Your second is probably to look at the quarrying visible on the hillside at Bonawe on the far side of Loch Etive and add two and two. The discovery that the ore turned into iron at Bonawe actually came by sea from Furness, in what is now Cumbria, is a surprising one. Why would they bother?

The answer revolves around the problem of transporting the fuel. Until the widespread use of coke in the late 1700s, iron furnaces depended for fuel on charcoal. And the large scale production of charcoal needed an awful lot of trees. Still worse, transporting the charcoal was a hugely wasteful business.

The approach adopted by the English iron masters who ran the business was to take the iron to the source of the fuel. As early as 1610 they had set up a furnace near Gairloch in the far North West. Argyll contained plentiful woodland and Loch Etive became one of a number of centres to which ore was transported for smelting. Their first efforts in this immediate area were further up Loch Etive at Glen Kinglass. This site only operated from 1722 to 1738. The lessons learned were used when setting up the Bonawe furnace in 1753.

At its height, the Bonawe furnace was the centre of a significant settlement. The manager would have been supported by perhaps eight men producing the iron, plus up to a dozen more involved in arranging the delivery of the charcoal and maintenance of the site. They and their families, many from England, occupied the workers' houses still visible around the site.

In addition there were up to 600 tree cutters



Old Oak Common, early and unusual cast steel nodes connecting steel tie-rods and timber struts in the roof trusses of the Stores building

Photo: Michael Bussell



Bonawe furnace hearth

Photo: Undiscovered Scotland

and charcoal burners employed for at least part of the year across a huge area of north Argyll, coppicing wood and converting it into the fuel for the furnace. On average, a single day's production of iron required the amount of charcoal that could be produced by cutting two acres of woodland.

The centre of the process at Bonawe was the furnace itself. This was fed from the top with local charcoal, with iron ore from Furness, and with limestone from Lismore. Bellows, driven by a waterwheel, blasted air through the furnace, and the iron trickled out at the bottom.

The iron produced at Bonawe was either cast into rough "pigs" for transport back to England and further processing, or it was cast into cannonballs. In 1781, Bonawe produced 42,000 cannonballs, varying in size from 3lb to 32lb.

An iron furnace was originally set up at Bonawe because of the slight cost advantage it offered over production in Lancashire. Production petered out in the middle of the 1800s, and eventually stopped altogether in 1876. Advances in technology and especially, widespread use of coke, meant that iron could be more cheaply produced in northern England, and in the central belt of Scotland. Bonawe's 120 year industrial revolution was over.

Bonawe today is set on a beautifully grassy slope facing north towards Loch Etive. The higher parts of the slope are occupied by the large charcoal stores plus the ore shed, still stained red from the ore. The ore shed also houses a fascinating series of displays charting the history

of the site and information about the iron making process. Also on the site is a bark house. The oak bark, produced as a side product of the charcoal making, was valuable for the tanning industry.

But the heart of the site today, as during its productive life, is the furnace itself. The upper parts of this show what workers' lives would have been like, feeding the furnace, while the furnace itself can be seen from below via the hearth. Outside it is still possible to see the mill race from the reservoir to the south, together with the pit in which the water wheel sat until 1941.

## TICCIH – BIG STUFF at Duxford

*A report on the international meeting to discuss the issues raised by really challenging artefacts*

Robert Carr

This was a very friendly TICCIH meeting held at the Imperial War Museum Duxford Cambridgeshire on 6-8th October 2010, useful for networking and with some excellent papers. It was the first Big Stuff Conference we have had in the UK, the first being in Canberra Australia in 2004. Among many thought provoking presentations were three papers from Germany on the Ruhrgebiet (the Ruhr Basin) and its World

Heritage. The second Big Stuff was held there at Bochum in 2007. The Ruhr was European Capital of Culture in 2010. On Wednesday afternoon Dr Stefan Brueggerhoff and Norbert Tempel presented a paper on conservation planning for really large industrial machinery complexes and, following this, were two contributions from Norbert Tempel, the first on the remarkable Zollern Colliery Engine House in Dortmund and the second an account of the major restoration of a vapour discharge tower at the Henrichshütte Iron Works, Hattingen.

In the morning we had had a presentation on conflict avoidance at the Natural History Museum London and an original paper which aroused considerable interest on the testing and selection of appropriate finishes for ferrous artefacts intended for public display. This was by Yvonne Shashoua from the National Museum of Denmark Copenhagen. On Thursday James Mitchell of Industrial Heritage Consulting Ltd considered the advisability of operating large stationary steam engines, discussing two main examples: the Trencherfield Mill engine Wigan and the Newcomen engine at Elsecar.

The audience included a considerable number of overseas delegates. We had for instance Professor Masaaki Okada from Kinki University Osaka, at the time a visiting scholar from the University of Cambridge, and two Americans Mary Habstritt and Gerald Weinstein from New York. They were promoting their project to return the 1933 lighthouse tender Lilac to steam. She still has her two triple expansion engines and is berthed in the Hudson River at Pier 40. Numerous Australians were present and Scandinavia was well represented, especially Norway. The conference had quite a military flavour overall with the conservation of large aviation exhibits prominent. Many presentations considered the dilemma: do we restore a large artefact to working condition and use it for demonstration purposes or retain it intact in its original condition for examination and serious study by posterity? One yardstick is the rarity of the item. If it is in some senses replaceable then restoration to working order is allowable but unique items must not be tampered with.

Duxford aerodrome was a major location for the 70 mm widescreen film Battle of Britain made in 1968. As part of the simulated air attack on an RAF fighter base one of the four c.1918 hangars at Duxford was really blown up. The three surviving hangars which have Belfast truss roofs are now listed grade II\*. Attitudes have changed in 40 years.

## WANTED

### for the Industrial Archaeology News

Regional Correspondents for the **West of England** and **North West England**

Willing to contribute 800 to 1400 words once a year reporting on the happenings, recent and prospective, in those areas with, where possible, photographs to illustrate them.

Please contact Chris Barney, Editor – [aianewsletter@btinternet.com](mailto:aianewsletter@btinternet.com)

## AIA Council of Management Report for 2010

*The Association is a registered charity, whose objectives are to encourage and promote for the public benefit the study of, and research in, the archaeology of industry and the industrial period, and to promote education in the identification, recognition and conservation of the industrial heritage. The General Report of the Council of Management summarises the activities for the Year Ending 31st December 2010.*

David de Haan, Honorary Secretary

In 2010 Council met at Leicester University in February and in London in June. In addition Council had an Extraordinary Council Meeting in September at the University College Falmouth, Tremough Campus shortly before the AGM to receive any nominations and deal with other AGM business. The final Council meeting of the year was at Coalbrookdale in November.

## Annual Conference

The 2010 AGM and Conference was held at Penryn at the University College Falmouth, Tremough Campus, from 3rd – 9th September and was well supported by 118 AIA members and their guests. The week began with a tour of Falmouth docks before the lectures and sessions which continued from Friday evening to Sunday morning. After the Sunday AGM, Angus Buchanan organised and introduced a Rolt Symposium to commemorate

the 100th anniversary year of Tom Rolt's birth, which was attended by Tom's widow Sonia. Sessions were presented from eminent speakers who had all known Tom: Angus Buchanan, Keith Falconer, James Sutherland, Julia Elton, Richard Hope and Sir Neil Cossons.

Over the following week we learned more about Cornwall's industrial heritage, its mining, transport, ports and telegraphy. Visits were made to the ports of Falmouth and Par, to the mines of South Crofty, Western Union, Taylor's, Poldark, Roe Vale, King Edwards, Levant, Botallack, Geevor, Marriott's and Wheal Peevor, and to the Cornish clay mining heritage at Wheal Martyn and the clay workings of the St Just coast. Conference tours also visited the works of Harvey's at Hayle and the Submarine Telegraphy Museum at Porthcurno.

It was an extremely interesting and instructive week in a beautiful county. Thanks are due to the Conference organisers, John McGuinness and Stephen Miles, and particularly to Kingsley Rickard and the enthusiastic and knowledgeable band of volunteers from the Trevithick Society. Unusually, two President's Awards were made this year for the best site visited, going to King Edward Mine and to Porthcurno Submarine Telegraphy Museum. The Initiative Award for an ambitious project or innovative approach to conservation / interpretation went to Rose Vale Mine.

## Publications

To encourage high standards in all aspects of the study of industrial

archaeology, the Association published two issues of *Industrial Archaeology Review*, the first under the joint editorship of Helen Gomerall and Dr Mike Nevell, and the second under the editorship of Dr David Gwyn. Peer reviewed and with an international Editorial Board, the *IA Review* is the journal of the AIA and provides a forum for a wide range of specialist interests in industrial archaeology. Articles over the year covered various technological, archaeological, historical, geographical, social and architectural aspects of industrial archaeology.

Four issues of the *Industrial Archaeology News* were produced under the editorship of Dr Peter Stanier. The quarterly *IA News* is the bulletin and main communication organ of the AIA. Illustrated reports covered all the Association's activities as well as short technical articles, reports on affiliated societies, regional news, TICCIH, conferences, letters, etc.

A programme of digitising past conference Gazetteers was begun, and as part of the National Capacity Building Programme (see Training, below) a Practical Handbook on Industrial Archaeology is in preparation, to be published by the Council for British Archaeology in 2011.

## Awards

The Association continues to support scholarship and fieldwork achievements. The recipient of the prestigious Peter Neaverson Award for outstanding scholarship in industrial archaeology was Professor Patrick Malone, for his book *Waterpower in Lowell:*

*engineering and industry in nineteenth century America.*

Other awards were made at the annual Conference in Cornwall:

1. The Fieldwork and Recording Award (Funded) went to Kirsty Dingwall of Headland Archaeology and Pre-Construction Archaeology for *The M47 Completion Project*, received on her behalf by Andrea Smith and Peter Moore.
2. The Fieldwork and Recording Award (Unfunded) went to Jacquie Aitken of Cline Heritage Society for *The Extractive Industries of the Brora Project*.
3. The Student Fieldwork and Recording Award 2010 went to Nicholas Pilszak for *The Conservation Plan for Garpit Corn Mill, Ferryport-on-Craig, Fife*.
4. The Postgraduate Dissertation Award went to Ian Wyre, University of York, for his thesis on *Forging Virtual Links with the Past: Treadgold's Ironmongers in Portsmouth*.
5. The Occasional Publications Award went to Ken Hollamby and Stewart Squires for *Building a Railway: Bourne to Saxby*, and was received by Ken Hollamby.
6. The Journal Award was presented to Ron Martin of the *Sussex Industrial History Society* for 2010, issue 40;
7. The Newsletter Award went to the *Leicester Industrial History Society* for the Spring 2010 issue, and was received by Wendy Freer.



The Quay at Fowey

Photo: Michael Messenger



The Levant Mine Engine

Photo: David de Haan

## Grants

In 2010 the Association received a further very generous amount from the same anonymous donor to support conservation projects, as had been done the year before. Two of the projects approved for support in 2009 had experienced delays and were still not complete in this year of report – the Beamish chaldron wagons and the Ellesmere Port Boat Museum's box boat. In 2010 new applications were received and it was decided to make awards as follows:

1. Repairs to the narrowboat 'Tarporley' at Camden Canals in London, £3,500.
2. The UK Pyrotechnics Society, for the dismantling and re-erection of two firework-making sheds from the Wells Firework Factory in Dartford to the Amberley Museum, £2,500.
3. Restoration of a 19th century papermaking machine for display in working order at Frogmore Mill, The Apsley Paper Trail, £9,870.

These projects and progress on the on-going projects were described in greater detail to AIA members at the 2010 conference and there was widespread support for them.

## Training

The National Capacity Building Programme that began in 2008 with two pilot training days and continued in 2009 with five more, reached three more regions in 2010 when a further round of funding was offered by English Heritage. The funding through an English Heritage grant has enabled the AIA to organise training days in recognition of industrial buildings for the Council of British Archaeology regional correspondents and groups, local planning officers who deal with listed building applications and members of fellow Amenity Societies. In 2010 there were one-day working sessions in the South West (Exeter), the South East (Chilworth in Surrey) and the East Midlands (Long Eaton in Nottinghamshire). A further one in the North West (Lancaster) in 2011 will complete the coverage of England.

## Consultation

AIA continues to be represented on the Heritage Lottery Fund's (HLF)

biannual meetings of Industrial, Maritime & Transport organisations. The group has an invitation list of over 30 members, receives HLF updates and discusses new developments affecting the sector. It also visits recently-completed HLF projects and provides a focus and important networking opportunity for an otherwise disparate group of organisations. AIA is also a member of Heritage Alliance (formerly Heritage Link) and is represented on its Spatial Planning Advocacy Group (SPAG) which met three times in 2010.

It has been a year of uncertainty for both groups and their members, in which the change of government has been the key factor. Both are concerned with the impact of common national developments, of which the progress of the Heritage Protection Bill and the replacement of Planning Policy Guidance Notes 15&16 by Planning Policy Statement (PPS) 15 have been the main items of concern to AIA. The Bill, seemingly supported by all parties, as reported in 2009, has now fallen away and the 'Localism' Bill, published at the end of 2010, now occupies our full attention. The fate of PPS15 remains a matter for speculation – the policy and guidance documents have now been issued and feature in consideration of development applications, but are currently under review in an attempt to simplify the planning system. SPAG has been mainly concerned with the latter issues whilst the HLF group has also considered asset transfer and the review of public bodies (aka the 'Bonfire of the Quangos') in addition to customary HLF business.

By the time that this report is presented, there will doubtless be more certainty – and more twists and turns for AIA to think about.

In addition, the Association commented on the World Heritage Site tentative list and throughout the year responses were sent to local authorities where industrial archaeology sites were endangered by planning applications, including among them Stanley Mills in Stroud.

## Overseas Visits

Based in Rouen, from 19th to 23rd April members and guests visited northern Normandy and the Seine valley. Field trips included Brassey and Locke's 1845 Barentin railway viaduct, the port and Maritime

Museum of Rouen, a waterworks, a working watermill making ropes in the traditional manner, France's oldest working windmill and a Benedictine distillery. Our sincere thanks go to Susan Hayton for researching the visits and to Paul Saulter for making all the organisational arrangements.

From 16th to 23rd October, an ambitious trip saw members visiting Egypt. The programme was organised by David Wardrop, Chairman of the International Friends of the Alexandria Library. Visits in Alexandria included the magnificent library itself introduced by Dr Mohsen Zahran, its first Director, the city's tram workshop, the commercial harbour with its impressive cruise ship terminal, Qaibey fort, and the Roman amphitheatre. A lecture by Dr Mamdouh Hamza on canals in Egypt prepared members for a visit to the Suez Canal Authority in Ismailia, which included a cruise on Lake Timsah to the Canal on one of the Authority's pilot boats, an explanation of their pilot training simulator, and a visit to De Lessep's house. In Cairo, visits included the National Railways' engineering base guided by the Chief Engineer, the Railway Museum with the spectacular 1852 Stephenson locomotive and carriage built for the Khedive, and the arsenal and gun foundry area of the Citadel, guided by Professor Ralph Bodenstein, who also guided the party round a large 1890s cotton ginning mill and an early Nile barrage to the north of the city. Once again, our sincere thanks go to Paul Saulter for organising this extraordinary visit.

## Changes on Council

Several long-serving members of Council retired at the 2010 AGM: after nine years in the role our Honorary President Angus Buchanan retired and was succeeded by Professor Marilyn Palmer; after 16 years as Editor of IA News Peter Stanier handed over to Chris Barney; and after eight years as Honorary Secretary, Barry Hood handed over to David de Haan. Christine Ball and Robert Carr retired as Council members (though Robert was co-opted back on to the committee), and we welcomed Steve Dewhirst and Helen Gomersall in their place, both having already served a year as co-opted members. We are very grateful to these and all

officers and members of Council for the increasing time and effort that they put in voluntarily to ensure the smooth running of the Association through Council and its committees.

## AIA Restoration Grants

The latest AIA Restoration Grant of up to £3500 has been awarded to the Camden Canals & Narrowboat Association (CCNA) for restoration work on their narrowboat *Tarporley*. This boat, which is on the National Register of Historic Vessels, was built in 1937 by W J Yarwood & Sons of Northwich Cheshire for the Grand Union Canal Carriers. In 1972 it was converted to passenger use by Camden Council in London to provide residential and day trips to young and older members of the community. In 1992 it was transferred to a voluntary group, now the CCNA, who continue to run day and residential trips and special events for over 1000 people each year. *Tarporley* is moored on the Regents Canal at Kings Place, near Kings Cross Station in London and it is hoped to complete the restoration work before the main trip season later in the year.

## Cornwall Conference Awards

Following on from last year's very successful annual conference in Cornwall and the nominations by members for the Conference Awards, it was decided which sites were to receive the President's Award and the Initiative Award. The nominations were dominated by three sites, with a further hand-full of sites receiving just one or two nominations. The AIA Council, therefore, decided that awards should be made to all three of these equally popular sites, as opposed to the usual two awards. So there were two President's Awards for the best site visited, one to the King Edward Mine and the other to the Porthcurno Telegraph Museum. The Rose Vale Mine will receive the Initiative Award. The Awards were to be presented by Marilyn Palmer (President) and Tony Crosby (Chairman) in Cornwall in mid-April.

## 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 as well as 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 <http://www.english-heritage.org.uk/professional/protection/national-heritage-protection-plan>.

*Tony Crosby*

## Industrial Heritage at Risk – Join the Flickr Group

Each year English Heritage (EH) produces a Heritage at Risk report and the focus of the project for 2011 is Industrial Heritage at Risk (IHAR)

– see the IHAR website at: <http://www.english-heritage.org.uk/caring/heritage-at-risk/industrial-heritage-at-risk/> The AIA has been identified as a partner in its production and subsequent action. The AIA's Council will be considering this at its meetings and we will be informing and consulting with members throughout the year.

There will be many facets to this project and as well as research, which is due to be launched in October, one of these is a Flickr Group in which you can share with the world the industrial buildings, sites and landscapes which matter to you. They do not have to be at risk to be included. This Flickr Group is being jointly run by English Heritage (EH), the Council for British Archaeology (CBA) and the Association for Industrial Archaeology (AIA) and it can be found here:

<http://www.flickr.com/groups/industrialheritageatrisk>

Whether it is a photo of the mills and chimneys which dominate your local landscape, a building you think is at risk, the factory where your parents or grandparents worked, or the converted warehouse in which you now live, you can add a photo and information to the site. By doing so you will be helping to celebrate this country's unique legacy of buildings, monuments and places associated with the Industrial Revolution.

All AIA members are strongly encouraged to take part, so it would be great to share your photos and read the stories behind them, and to see you join in the debate about how much of our industrial heritage should be saved and how.

"What's your favourite industrial heritage building or site?" This topic will be one of many to kick off this Flickr Group.

To take part, access the photos and share your own photos and stories you must first create a Flickr account (if you already have a Flickr account, please go to Step 7):

Step 1 Go to <http://www.flickr.com>

Step 2 Click on 'Create Your account'

Step 3 If you do not have either a Yahoo account, a Google account or a Facebook ID, you will need to create a Yahoo account. To do this click on 'Create New Account' If you already have a Yahoo, Google or Facebook account click on 'Sign In' and follow the instructions

Step 4 Fill in the details and click on 'Create My Account'

**At some stage you should check your email, as you will have a message from Yahoo. Click on the confirmation link to confirm your Yahoo account.**

Step 5 Click on 'Continue' button

Step 6 The next window will ask you to choose your Flickr screen name. Click on 'Create My Account'

A Flickr screen name can be anything you like it to be. It does not have to be your real name. Your screen name will appear next to any comments or photo uploads you do.

Your Flickr account is now all set up and ready to use.

You can start uploading your photos and sharing them with the rest of the Flickr community

If you do not wish to share your own photos, but would like to just look at those that have been posted on the site and read about them, you can do so without becoming a member of a Flickr Group

Step 7 To join our discussions and give us your feedback on anything relating to Industrial Heritage just go to:

<http://www.flickr.com/groups/industrialheritageatrisk>

Step 8 Click on the tab 'join this group'

## Festival of British Archaeology 16 – 31 July 2011

Industrial Archaeology is just as important a branch of British Archaeology as any other. Here is a great opportunity for local societies to promote their work by joining in the only annual UK-wide celebration of archaeology!

The Festival of British Archaeology exists to give everyone opportunities to find out more about their past by taking part in specially organised events during the Festival fortnight and we hope that you can join in by organising an event!

Festival events can cover whatever period, topic, or theme that you feel is appropriate and can be held wherever you'd like. And it's FREE to take part! Holding an event during this special fortnight presents an excellent opportunity for you to promote your work, engage with your local communities

and help everyone to engage with archaeology and the wider historic environment. So why not get involved? The Festival takes place between 16 - 31 July 2011.

The Festival is co-ordinated by the Council for British Archaeology and is entirely reliant on the participation and support of heritage groups, societies and organisations around the UK.

If you wish to discuss the Festival in more detail, or if you are interested in finding out more about the CBA, contact Sophie Cringle, Marketing & Events Officer.

Further details can also be found at

<http://www.archaeologyfestival.org.uk>.

## More Industrial Buildings in Danger

Industrial buildings in conservation areas have little protection. The partial demolition of an unlisted building in a conservation area still does not require consent, and authorities have different approaches to dealing with this issue, so we are getting developers 'demolishing by stealth'. This is aggravated by the bizarre incentive whereby building owners can remove their roofs to avoid paying business rates/tax.

Public subsidies to help remove conservation deficits have largely disappeared or they have been severely cut back. Most grants are for re-use, with not enough focus on stopping the rot and mothballing buildings till better times.

A further big potential new problem created by the Budget (as well-intentioned support for the Construction industry) and an example of 'the law of unintended consequences', is that new residential property is zero rated for VAT whereas conversions carry VAT at 20% - so better to demolish than convert!

These issues relate to the planning legislation that will be going through Parliament and also link to the Localism Bill. The issues have not been covered by the consultation on the National Heritage Protection Plan. Write to your MP as the best way forward until there is some consultation on the proposed planning legislation.

## Lincoln Castle

The article about the destruction of the *Lincoln Castle* shocked me. It is very unusual these days for someone to destroy such irreplaceable valuable relicts of the country's history and although I am sure the owner is entitled to do what he or she likes with their property, it is a strange and almost vindictive action I would allege.

The *Lincoln Castle* and her sister ship the *Tattershall Castle*, now moored along the Thames Embankment, were part of my own early working history and I shall always have fond memories of them. As the first biologist and pollution inspector with the Lincolnshire River Board from 1961-1965, it was part of my duties to spend two days a month sampling the water of the Humber for pollution. Each sampling period lasted 13 hours over a half-tide cycle with one day on the Killingholme Oil jetty, the other on the New Holland Ferry Terminal. Both could be pretty lonely and cold with little shelter. The paddle steamers arriving at New Holland were a welcome sight. As

each steamer pulled in and unloaded, I would nip down to the toilet and then make a quick dash to the tea bar for a very necessary cuppa before dashing back to take my Humber water sample. Never to be forgotten. Trips to the shops in Hull were also memorable, not least when, now and again, the ship got a bit stuck on a newly formed sandbank in the middle of the estuary.

Just before I retired from my last job based in London in the 1990s, I had told my two close colleagues of these experiences one day when walking past the *Tattershall Castle*. To my great surprise and pleasure, on my last day, they escorted me to lunch on the ship, then a restaurant, a very, very nostalgic experience. It took me back over 30 years as I wandered around the decks.

I will never understand the reason for the destruction of the *Lincoln Castle*. These things are such part of our history that the mentality of the action is beyond me. I am sure that many of your readers feel the same.

*Professor Terry Langford  
Milford-on-Sea Hampshire*

I was pleased to read Robert Carr (IA News 156) refer to the recent scrapping of the *PS Lincoln Castle* as "horrid news". Living where I do, I've been able to follow the whole sorry saga and I'm afraid that the Paddle Steamer Preservation Society (PSPS) cannot escape criticism. They were given the opportunity to purchase the historic vessel, but declined on the grounds that it would affect their commitment to the existing ships they already own.

However, one of these isn't a paddle-steamer at all but the motor-powered ship *Balmoral*. Moreover, money to restore the *Lincoln Castle* wouldn't have come from existing funds, but from sources such as the National Lottery through whose largesse multi-millions were obtained to renovate the *PS Waverley*. So, all in all, a wasted opportunity.

*Tim Mickleburgh, Hon Vice  
President, National Piers Society  
11 Boulevard Avenue, Grimsby,  
DN31 2JP*

## The Oldest Society

On page 2 of IA News 155, Rodney Hall refers to "...the Trevithick Society, the oldest industrial conservation society in the country, formed in 1935..."

The South Yorkshire Industrial History Society was founded in 1933 as the Society for the Preservation of Old Sheffield Tools and Machinery. We are, as far as we know, the oldest society anywhere for industrial history and industrial preservation in a local area. While we were not set up to save a specific building, building preservation was discussed from an early stage (not least to provide a home for the tools and machinery). We played an important part, before and after the Second World War, in saving Abbeydale Industrial Hamlet and Shepherd Wheel; and we now own Wortley Top Forge and three other sites.

*Derek Bayliss*

## NEWS

### Great Yarmouth Jetty

*English heritage are considering listing 'Nelson's Jetty' originally built in 1560. This may save it from demolition.*

On January 19 this year the *Eastern Daily Press* reported that the previous night's meeting of the Great Yarmouth Borough Council's Development Control Committee had voted 7-2 in favour of demolishing Great Yarmouth's historic seafront jetty. It had been closed for over two years and the

local authority didn't have the £300,000 it was estimated cost of refurbishment.

Ten days later though, the same newspaper carried the story that demolition was being put on hold. English Heritage were to come to Great Yarmouth on February 8/9 to look at the jetty and see if it merited listed status. It was expected their report would take up to three months, the structure being relieved at least until then.

Local historians had previously mounted a campaign to save the

Jetty. Andrew Fakes, President of the Yarmouth Archaeological and Local History Society, was quoted as saying that the jetty "represents a link to a very valuable aspect of Yarmouth's past. Its potential for tourism has never really been tapped and once it is gone, it is gone".

Also against demolition have been members of the National Piers Society. For the original jetty, according to the October 1981 edition of the *Guinness Book of Records*, dates back to 1560. This would make it the oldest structure of its type in the country. It was rebuilt in 1701 and 1767 after suffering sea damage, almost being swept away in 1791 during a freak high tide.

Locals called it 'Nelson's Jetty' after the famous Admiral landed here both before and after the Battle of Copenhagen (June 1801) from which he emerged victorious.

Another battering took place in 1805, after which £5000 was spent on a new piled structure, constructed in 1808. This date ties in nicely with the first proper seaside pier, Ryde on the Isle of Wight,

which opened only six years afterwards. This jetty featured in paintings by JWM Turner, John Constable and Joseph Stannard, and was itself reputedly landed on by the Duke of Wellington. The receding of the sea caused it to be extended in 1846 and 1870.

Alas, the East Coast Floods of 1953 hit the jetty hard but a replacement jetty was constructed by the Dutch that same year. It is the series of rebuilds over the years that has lessened the structure's importance in some eyes. However, another historian, Michael Boon, called for a thorough archaeological excavation ahead of any demolition in order to ensure that nothing of great age was pulled down.

If the 245ft timber structure is demolished, the 100ft concrete promontory will remain. What's more, a condition of any planning approval is that a scheme goes ahead for a monument and interpretation panels to mark the jetty's site.

*Tim Mickleburgh, Hon Vice  
President, National Piers Society.*



*Great Yarmouth Pier*

## The British Archaeology Awards

*Awards are a welcome recognition for the hard work of many people, in many cases done with little or no material benefit.*

The annual general meeting of the British Archaeology Awards was held at the British Academy in London on Wednesday 2nd March this year. It had been intended that the BAA were to take place annually (see I A News 156 page 13) but owing to the present financial situation the BAA Trustees have decided to commence the annual presentations from 2012, rather than this year.

If the BAA do take place every year, from 2012 there will be two awards ceremonies each year as, in addition to the BAA, there are now the Archaeology Awards, funded by the periodical Current Archaeology. The five Archaeology Awards for 2011 were presented at the British Museum on Sunday 27th February as part of Current Archaeology Live. One of them, the Research Project of the Year, had five entries including 'Manchester's Industrial Archaeology'. Apart from the Jeffrey May Award, you could vote for the entries on-line at <http://archaeologyawards.org/2011/research-project-of-the-year.htm>. Sadly the Manchester industrial archaeology article did not win the research award – although shortlisted, the competition for this was just too strong.

Compared with earlier this century when there were only the biennial British Archaeological Awards, from 2012 there may be four times as many archaeological awards ceremonies. There used to be about 12-14 awards spread over two years; from 2012 there could be 11 each year.

The big news from the BAA AGM is the proposal of a Heritage Benchmark Scheme, similar to that which the Wildlife Trusts introduced in 2006. The BAA have been allowed to use the format of the Wildlife Trusts Biodiversity Benchmark free of charge – a generous gesture. The idea is that developers would pay for their assessment and the new award would be for a particular site only. Ninety five percent of archaeology is funded by developers and yet there is currently no reward for commercial archaeology. The new benchmark scheme which is

likely to involve 20th century archaeology, including coal-fired and nuclear power stations, has been approved by the Charity Commissioners. The BAA would use ISO 14001 which most large businesses are already familiar with.

With the increasing focus on environmental impact and sustainable business practice, standard environmental management systems such as ISO 14001 (the International Standard for environmental management) are becoming widely used. Organisations familiar with this system will find similarities with the management process of the BAA Heritage Benchmark which will set out detailed requirements for organisations to achieve. The proposed Heritage Benchmark is similar to a Kitemark and complements existing environmental management systems and is compatible with them. However, it has a single minded focus on the management of land for the benefit of archaeology, people and the participating organisations themselves.

*Robert Carr*

## Council for British Archaeology Grant Funding

The CBA has received confirmation that its grant funding from the British Academy is to be phased out over the next five years.

This funding stream has been pivotal to the work of the CBA across the UK for over fifty years and in the current financial year the grant totalled UKP 306k – some 25% of the CBA's income. The British Academy has now told the CBA that this grant will be removed by 2015-16 with a significant year on year decline starting in 2011-12: see the British Academy's statement <<http://www.britac.ac.uk/news/new.sfm/newsid/464>>.

CBA President, Dr Kate Pretty CBE, said:

'We deeply regret the British Academy decision to cut funding to the CBA, particularly as this decision was not forced by reductions in its own grant from Government, but was a strategic choice by the Academy in spite of their praise for the continuing high standard of our work.'

'We will continue to develop our relationship with the British

Academy as the CBA has much to offer, especially in maximising the impact of the academic research which the British Academy supports for the humanities and social sciences.'

CBA trustees met to consider the financial position of the charity in January. The decision was taken to make some early adjustments to the broad programme of work which the CBA had planned for the coming years, and to focus more effort in the short-term on developing a sustainable financial platform with an expanded membership of the CBA and its Young Archaeologists' Club. The CBA is grateful for the extra financial support from the British Academy for the restructuring programme which will allow us to maximise the efficiency of our back office systems and provide a wider range of payment options to members in the coming months. We are also working with external consultants to improve the communication of our membership offer and the wide-ranging work that we will continue to undertake in the coming years.

The CBA's new five-year strategy for Making Archaeology Matter <<http://www.britarch.ac.uk/cba/objectives>> remains highly relevant and the trustees of the CBA maintain a strong belief in the value of and need for the CBA's work. A challenging new action plan is now being prepared to ensure that the CBA's most important priorities are taken forward, despite the withdrawal of funding announced by the British Academy. CBA trustees regret that restructuring and a reduction in the CBA's staffing is now needed and a statement giving further details will be issued in due course.

## A Reduced size Lee Valley Experience

News from the Pump House Steam & Transport Museum, Walthamstow is both good and bad. The good news is that Waltham Forest Council who own the site are to give a 30-60 year lease to the Museum at a peppercorn rent. The bad news is that this will be for only about half the present site, viz. that to the northwest along Low Hall Lane. However, it does mean that a viable museum even though of reduced size is now a real possibility. It is the intention to concentrate on local

transport.

*Robert Carr*

## Twentieth Century Buildings at Risk

Buildings in cities dating from the nineteen sixties and seventies were designed at a time when it was expected that electricity would be cheap and are presently considered to be environmentally undesirable because of their lack of thermal insulation. Newcastle City Centre, Aylesbury and Slough are areas where demolition may be imminent. However, 'brutalist' concrete buildings are considered environmentally friendly as the great mass of concrete used in their construction provides insulation from cold in winter and heat in summer. Listed buildings of any age are likely to remain exempt from carbon emission targets.

*Robert Carr*

## Swansea Copper Day

Anyone doubting the wide public appeal of industrial heritage should have come to Copper Day in Swansea on Saturday 5 March 2011. The day was organised by the team (of two) working on Swansea University's Global and Local Worlds of Welsh Copper Project, funded by the ESRC (Economic and Social Research Council). It is estimated that over 2000 people were drawn to Swansea over the weekend lured by an interest in copper, its past, and a desire to find out more.

In total, 29 activities and events took place at 13 venues, some of them continuing beyond the day itself. From museums, libraries and archives to social clubs, trade organisations and enthusiasts, Copper Day was a free festival of talks, films, tours, displays and the distribution of information and expertise.

Two important anniversaries inspired the festivities: 200 years since the first copper ingot rolled out of the internationally-famed Hafod Copperworks of Vivian and Sons, and the 50th birthday of the Lower Swansea Valley Project which began a pioneering post-industrial urban land reclamation scheme that sought to return as much of the valley back to its natural state, after the centuries of slow poison from the smelting and refining works.

However, we also wanted there to be a legacy. These new collabor-



Copper Day – 5 March 2011

Photo: Tom Goskar

ations demonstrate the great appetite for heritage-led change in Swansea and will be an inspiration to other post-industrial regions that have for too long been ambivalent about their history. We heard reports of visitors coming to Swansea from as far afield as Derbyshire, Birmingham and Weymouth. This is astonishing for an event that was organised with very little time and only the power of word of mouth and the internet to make people aware of it.

Swansea Council and Swansea University have signed an agreement to work together to give a future to the endangered copperworks sites still left in the lower Swansea valley, particularly those around the Hafod Works. The story is covered on the BBC site: <http://www.bbc.co.uk/news/uk-wales-south-west-wales-12241228>

Dr Tehmina Goskar, MA AMA said 'Prof. Huw Bowen with whom I am working on the Economic and Social Research Council, Global and Local Worlds of Welsh Copper, project is leading efforts for a

heritage-led regeneration of these sites of international significance. There is a long way to go but we hope that the project will raise much needed awareness amongst people in politics, business, culture, heritage, education and beyond of the importance of the heritage in copper in Wales, and more importantly, the connections it has with other industrial regions in Cornwall/West Devon, Anglesey, Ireland, South Australia, South Africa, Chile, Cuba and beyond with similarly rich copper histories.'

Dr Tehmina Goskar

### New Kent IA Committee

The Kent Archaeological Society has set up a new committee to cover industrial archaeology in the Historic County of Kent with Jim Preston as chairman and Mike Clinch secretary. To launch the new organisation an afternoon conference was held on 19th February 2011 at Harrietsham with three excellent lectures from the Leigh Historical Society, WIRE and KURG. To contact the Kent Archaeological Society Industrial Archaeological Committee e-mail the secretary at [mike@mikeclinch.co.uk](mailto:mike@mikeclinch.co.uk)

Robert Carr

### Whitecliff Iron Furnace

The Heritage Lottery Fund has given a £65,000 grant to help restore Whitecliff Furnace near Coleford in Gloucestershire, which played a major part in the development of Britain's iron and steel industry. Whitecliff Furnace dates back to 1795 and is the only coke fuelled blast furnace left in the Forest of Dean.

<http://www.bbc.co.uk/news/uk-england-gloucestershire-12648066>



Aerial view of Yorkshire Imperial Metal works, Landore

Photo: City and County of Swansea Swansea Museum

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### Upgrade for Charles Holden

St James's Park Tube Station and the London Underground Headquarters above it have had its listing status upgraded from Grade II to Grade I

on account of its outstanding architectural interest. Designed by Charles Holden, the site at 55 Broadway, Westminster, was London's tallest office building when it opened in 1929.



Charles Holden's 55 Broadway

West Midlands

One dark Friday evening in October 1973, your West Midlands regional reporter set off from Bristol up the M5 with a crowd of colleagues from the Kennet & Avon Canal Trust to take part in the great "Droitwich Dig". We joined forces with hundreds of other volunteers from all over the country to start work on clearing the Ladywood Locks on the totally derelict Droitwich Barge Canal. In retrospect, apart from giving a tremendous boost to sales at local public houses and fish & chip shops, it is debatable whether the weekend achieved very much, other than short-term publicity for the emergent Waterway Recovery Group (WRG), and to a lesser extent for the two Droitwich canals. Interest soon faded, however, and they returned once again to a prolonged period of deep sleep.

How gratifying it was, therefore, to return to Droitwich almost 38 years later and find the Droitwich Barge Canal totally transformed. Thanks to renewed efforts in the past few years, it is now full of water, a brand new tunnel underneath the Worcester to Kidderminster road has been built at Hawford to re-establish the connection with the River Severn, locks have been restored, and the canal is to be officially opened in a few months time. This should give heart to many other long-term projects of all descriptions throughout the country which look at times as though they will "never happen". Congratulations should go to all members of the Droitwich Canals Restoration Partnership, and we look forward to the eventual restoration of the Droitwich Junction Canal which will join the Barge Canal to the Worcester &

Birmingham Canal, thereby creating a very attractive cruising "ring" for boaters, and hopefully bringing new income and visitors to the town of Droitwich.

Also in Worcestershire, the nearby town of Kidderminster welcomed the news that the Heritage Lottery Fund (HLF) has announced a £2m grant towards a new Carpet Museum in the attractive Stour Vale Mill. Wm. Morrison's Supermarkets plc have restored the exterior of the building as part of a new store, and the Carpet Museum will now be able to restore the interior to house their substantial collection of machinery, artefacts, photographs and archives. This will be a welcome boost for Kidderminster, which for too long was known (and cursed) by many purely for its annoying and frequently congested ring road. It now has the splendid southern

terminus of the Severn Valley Railway, plus adjacent Kidderminster Railway Museum (with a fine cafe and bookshop, which are well worth a visit if you haven't been there) and one or two good examples of adaptive re-use at the Weavers Wharf retail development. Debenham's Desire, opened in 2009 in the refurbished grade II listed Slingfield Mill (see picture) compares with the best, though whether the adjacent Frankie and Benny's have to pay for the upkeep of the chimney from their profits is not known! This development has also brought improvements to the adjacent canal towpath, which is now well-used and much more visitor friendly than before.

Formerly in Worcestershire, but now in the West Midlands, Dudley is, of course, home to the well-known Black Country Living Museum. If you



The Droitwich Barge Canal looking towards Netherwich Tunnel, which is now lit for pedestrians. The signalbox indicates a surviving enclave of semaphore signalling  
Photo: John Powell



Slingfield Mill, a former carpet factory in Kidderminster, now tastefully converted into a Debenham's Desire store at Weavers Wharf  
Photo: John Powell



Superb reconstruction of buildings from Oldbury at the Black Country Living Museum in Dudley  
Photo: John Powell



The Bridgnorth Cliff Railway. A snip for any industrial archaeologist at £700,000  
Photo: John Powell

haven't been there in recent years, a return visit will be well worth the experience. In 2010 they opened their impressive re-erected Oldbury Buildings, which were dismantled and brought to the museum from the nearby town of that name. They have been restored and refurbished in 1930s style, and consist of a radio dealership and workshop, a tobacconist, a motorcycle showroom with repair shop and an interiors decorator's. Kitchens, back yards and living quarters have also been restored in fine period detail, and will bring back memories of many similar premises which survived well into the 1950s and 1960s, or even later, virtually unchanged.

Finally, if you've got a few hundred thousand quid to spare during this recession you might like to consider putting in a late bid for the Bridgnorth Cliff Railway in Shropshire, which was recently put up for sale. Fortunately, its future is not in any kind of doubt – it's just that the current owners wish to relinquish ownership on their retirement. It comes with listed buildings at top and bottom, plus living accommodation, and provides employment for more than a dozen local people. Bids in excess of £700,000 should be sent to Knight Frank of Birmingham by 3rd June!

*John Powell*

**Home Counties**

Lockinge Estate, near Wantage (Oxon) has played an important part in regional agricultural development, starting under Lord Wantage in the later 19th century. Each year the Wardingley family run an exhibition locally to illustrate some aspect of the Estate's past. This year the theme was the part that horses had played in the Estate's development. Lord Wantage was a nationally renowned breeder of shire horses and details of his famous sires and dams were featured. Racehorse breeding and training is big business in western Berkshire and south west Oxfordshire, and Henrietta Knight's premises at West Lockinge Farm was the home of the famous "Best Mate", a statue of whom is now on display nearby. One of Lord Wantage's projects, the Wantage Tramway which linked the town of Wantage with Wantage Road Station on the Great Western main line, also found fame in March 2011.

During road resurfacing work on Grove Road, Wantage, some tramway track was exposed where the route swung across the road to gain access to the Wantage Station and the goods yards.

The St Albans South Signal Box Project (Herts) on the former Midland main line out of St Pancras has won the prestigious Inversys Rail Signalling Award (Structures) as part of the 2010 National Heritage Railway Awards. Also an NHRA winner was the project by developer Places for People to provide an imaginative housing scheme within the former Wolverton railway works buildings (Milton Keynes), where rolling stock was maintained from London and North Western days onwards. In this case it was the Ian Allan Publishing Award.

Some mill news from Oxfordshire - Combe Mill, on the Blenheim Estate, has now restored its water wheel to operation. During 2010 the Georgian Group gave an Architectural Award for the restoration of Dandridge's Mill, West Hanney, near Wantage, which includes the installation of a new Archimedean screw hydro-electric turbine. The building, originally a silk mill, dates from the 1820s, and has now been converted into housing units. A similar fate awaits the ruined former Osney corn mill in West Oxford, which is being converted into riverside flats.

The completion of the English Heritage/Brewery History Society survey of the surviving brewing industry buildings was marked with a conference at Burton-on-Trent on March 12th. The survey results will be used to inform English Heritage



*Exposed tramway track in Wantage  
Photo: Henry Gunston*

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staff, and those in Local Planning Authorities, about the importance of the surviving resource in their areas, the desirability of conserving, as far as possible, what remains and how to respond to proposals for demolition or conversion. One of the finest surviving buildings is the Grade 2 listed McMullen's brewhouse at Hertford where brewing ceased in 2003. In this case,

following advice from the BHS, the brewing vessels and fixed equipment were included in the listing details, but, sad to relate, they were recently stolen by burglars over a weekend - the scrap value of copper vessels being very high at present. Another interesting brewery site, albeit much smaller than McMullens, which ceased brewing in the 1920s, is that of



*Tring Brewery Gateway*

*Photo: George Crutcher*

Browns of Tring (Herts). The surviving buildings (Grade 2 listed and within a Conservation Area) are in a small cobbled yard, accessed from the High Street through an archway, and are currently used by a print company. They were virtually

unaltered until the late 1980s when most of the equipment was removed including a cold liquor tank and the copper and furnace. Nevertheless what remains is a fine example of a small C19th market town brewery.

The decline and disappearance of most of the chalk working and processing industries in the Chilterns has stimulated interest in recording the experiences of those who worked in them. The Chalk East project which commenced in 2009 has been followed by the "Livelihoods from Chalk" programme being progressed by the Oxford Geology Trust and the Chilterns Conservation Board. However the physical remains of the industries are now hard to find - but some archaeology has become visible this winter as the very cold weather took its toll on the encroaching vegetation. Two examples of this are the remains of an early 20th century lime kiln at Ivinghoe Aston (Bucks) and what appears to be part of the base of a kiln on the site of Forder's limeworks at Sewell (Beds). There is no access to the Ivinghoe Aston kiln, although it can be seen from the public highway. The Forder's site is accessible and the remains can be closely viewed.

based on the timber resource of the Chiltern beech woods. Large and small workshops and factories abounded in the area, cheek by jowl with 19th and early 20th century housing, and this pattern of development is still dominant. A number of the workshops and factories have been demolished and many of those which survive are disused and derelict. The Council's appraisal - stimulated by the findings of an MSc dissertation by Marian Miller - seeks to identify the scope for securing the conservation of the surviving buildings and for designating parts of the Desborough district as a Conservation Area. Only two of the buildings are currently protected - the small Grade II Brush and Cane Works on Victoria St - and the locally listed ex-Ruskin Works off Oakridge Road on the banks of the R. Wye. One area of concern is the Leigh St area where there is a large group of early 19th century furniture factories including the 4 storey W Birch works of 1926. This building was in use until 2003 but is disused and deteriorating. It is this area which is a candidate for Conservation Area designation by the Council. (See 'Grants' page 9).

Following the recent demolition of most of the Nash Paper Mills complex at Apsley, near Hemel Hempstead (Herts) (see "IA Review" May 2010) Frogmore Mill a little way upstream, is now the sole survivor of the series of paper mills on the River Gade - a water course long associated with paper making and which provided the power for the industrial revolution of paper manufacture in the early 19th century. Frogmore Mill itself was the place where the first continuous paper making machine - designed and patented in France but never built there - was installed at Frogmore in 1803 by the Fourdrinier brothers, stationers of London, who had purchased the rights. The Mill is part of the "Paper Trail" and paper is still manufactured there. It also houses the only surviving "Fourdrinier" machine. This was brought to the mill in 1906 from another manufacturer. It was in operation until recently - powered by steam - but is currently out of use. Frogmore Mill is open to the public and the Fourdrinier machine, together with many other items of interest can be seen there.

*Thanks to George Crutcher for a major contribution to this regional report and to Graham Hicks for advice of the exposed tramway track in Wantage.*

*Henry Gunston*

### Scotland

There has been a lot happening in Scotland in 2010. The Scottish Transport and Industrial Collections Knowledge network (STICK) third annual conference on the sustainability of the industrial heritage provision in Scotland took place at Kelvingrove Museum in Glasgow in October 2010. STICK's 'Old Tools New Uses' project was formally launched by Scottish Minister for Culture and External Affairs, Fiona Hyslop, at The National Piping Centre, Glasgow on 9 June 2010. For an update on this project go to: <http://www.stickssn.org/site/pages/projects.php>.

The Shale Oil Museum at Almond Valley Heritage Society has received museum recognition status. The Scottish Mining Museum (SMM) received £130,000 grant towards work on the picking tables and tipping floor and fines



Frogmore Mill

Photo: George Crutcher



Fourdrinier continuous paper making machine

Photo: The Paper Trail



W. Birch Works, Desborough, High Wycombe

Photo: George Crutcher



Birkhill Fireclay Mine, Kinneil, Falkirk Council Area. Interior view of 'New' Pan House  
Photo: © RCAHMS SC1082490



Clocktower Warehouse, Dundee converted to flats: first floor view prior to conversion  
Photo: © RCAHMS SC1047298

treatment plant. Northern Lighthouse Heritage Trust has been set up by Northern Lighthouse Board to help preserve and conserve some items acquired by the Commissioners of Northern Lighthouses but no longer needed to support their statutory role, see [http://news.bbc.co.uk/1/hi/scotland/edinburgh\\_and\\_east/8457817.stm](http://news.bbc.co.uk/1/hi/scotland/edinburgh_and_east/8457817.stm).

On to site news: Bona Lighthouse inland beacon at the north end of Loch Ness, Caledonian Canal, Invernesshire, is being renovated and is expected to be ready to let by 2012. The conversion project is a partnership deal between British Waterways Scotland (BWS) and the Hereford-based Vivat Trust; Catrine Weir, Ayrshire (remnants of the now demolished 18th century Catrine Mill) has been granted £300,000 to consolidate the weir and other structures, and will contribute to the overall project which will have heritage, nature, education and hydro-electric power elements; James Watt Dock Sugar Sheds (1888) in Greenock, Inverclyde, is being considered for a conversion scheme which is at pre-consultation stage; Alexander's Mill/ Great Eastern Hotel, Duke Street, Glasgow (1849 mass concrete floors on iron frame) conversion to housing is complete; Knockando Mill, Moray (with its wool textile machinery) conservation work has now started; Johnnie Walker Warehouse, Kilmarnock, and Halley's Hackleworks, Dundee, are both having a new lease of life as they are converted to North Ayrshire Council and Dundee City Council offices respectively; Linlathen East

Bridge, Broughty Ferry, Dundee is undergoing consideration for restoration/conservation (cast and wrought arch); Stanley Mills in Perthshire won a Sandford Award for Heritage Education in its first year of opening as a visitor attraction; Johnstone Mill, Renfrewshire suffered a third fire in 2010, destroying the Old End (1787) and the later spinning mill; repairs are underway to Keig Bridge, Alford, Aberdeenshire (Telford 1817 stone arch) and to Invergarry Footbridge,

Highland (steel through truss bridge).

In Dundee, the Saltire Housing Award 2010 went to the Clocktower Warehouse conversion to housing (Category A listed). West Ward Printing Works, Dundee is to be closed by DC Thomson and offers potential for development as an archive alongside the adjacent Verdant Works (visitor attraction of the Dundee Jute industry). On the site of Dundee's first flax spinning mill (1793, later a flour mill), Bell or

West Ward Mill (1806, replaced 1959-60), incorporates a weaving shed (1877), a well, the course of the Scouringburn and some early 19th century warehouses.

The Bell Rock Bi-centenary programme of events is well underway with a programme of related events under the branding 'Year of the Light'. The Shining Lights exhibition opened in October 2010 at the Museum of Scotland, Chambers Street, Edinburgh, along with the publication of a companion

## REGIONAL CORRESPONDENTS

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

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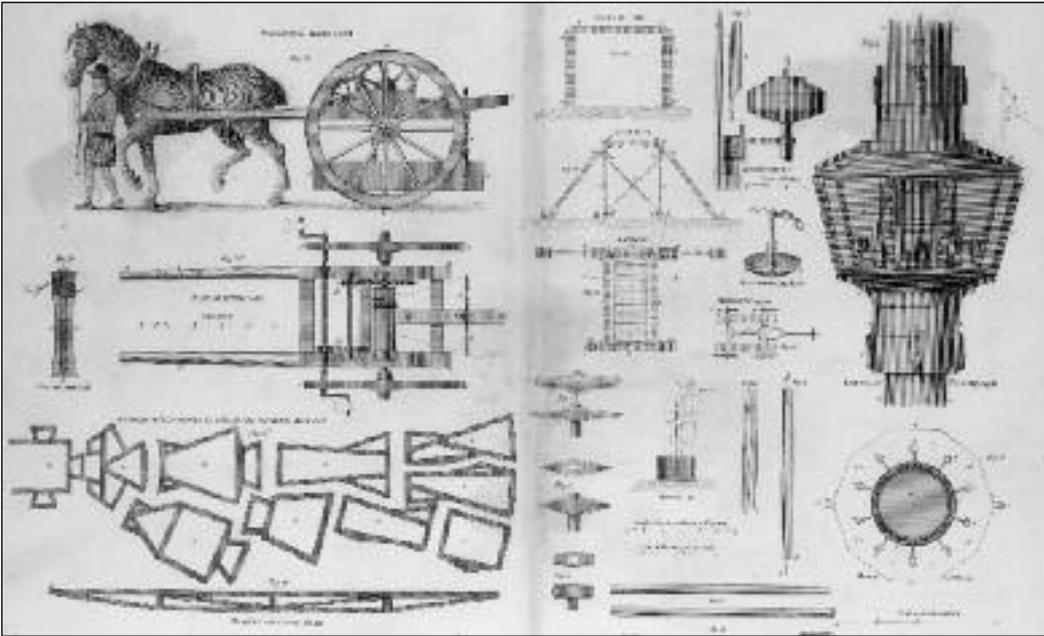
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Bell Rock Lighthouse details

© RCAHMS

volume entitled 'Northern Lights'. Fraserburgh and Arbroath Lighthouse museums are also hosting events along with local area celebrations.

'Clydebuilt' at Braehead, Glasgow closed in October 2010. The complex is being sold and the fittings from 'Clydebuilt' are being removed to the Maritime Museum

at Irvine. Birkhill Fireclay Mine (1916, extended 1930s, closed 1981), Falkirk (currently being recorded by the Royal Commission on the Ancient and Historical Monuments of Scotland), is one of only two sites in Scotland to provide an underground mining experience for its visitors. In a parlous state physically, as well as financially

(council cut backs), its owner and operator Falkirk Council is considering the options. The site possesses most of its process machinery and is a unique survival of a once prolific industry.

Historic Scotland is currently surveying parts of Glasgow's East End which encompass the site for the forthcoming Commonwealth

Games in 2014. Much of this review work is concentrated in Bridgeton and includes several important industrial sites. A thematic study of Hydro Electric Power in Scotland by Historic Scotland has looked at 350 related sites and structures nationwide. A conference in Perth in June 2010 with the sector looked at its development and archive resources.

The clipper *Carrick*, or *City of Adelaide*, (1864, world's oldest surviving composite constructed clipper ship, built in Sunderland) which currently sits on a slip at the Scottish Maritime Museum, Irvine, Ayrshire, has received a visit by two members of the group spearheading the campaign to take her to Australia. The *City of Adelaide* carried immigrants to Australia. Scotland will host the AIA annual conference in Dundee in 2013, theme 'Tayside and Deeside'. The Scottish Industrial Heritage Society will act as host along with local organisations and will include a programme of visits.

Miriam McDonald  
Secretary, Scottish Industrial  
Archaeology Panel

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**Local Society and other periodicals received**

Abstracts will appear in *Industrial Archaeology Review*.

*Brewery History*, 139, 2011

*Brewery History Society Newsletter*, 51, Christmas 2010; 52, Spring 2011

*Bristol Industrial Archaeological Society Bulletin*, 132, Spring 2011

*Cumbria Industrial History Society Bulletin*, 78, December 2010

*Hampshire and Dorset Industrial Archaeology Society Bulletin*, 29, January 2011

*Industrial Archaeology Society Focus on Industrial Archaeology*, 75, December 2010

*Hampshire Mills Group Newsletter*, 92, Spring, 2011

*Historic Gas Times*, 65, December, 2010, 66, March, 2011

*Industrial History Society*, 7, 2010

*Industrial Heritage* Vol 35, No 2, 2010

*Greater London Industrial Archaeology Society Newsletter*, 252

*Industrial Heritage Association of Ireland Newsletter*, 35, December 2010; 36, March 2011

*Manchester Region Industrial Archaeology Society Newsletter*, 134, November 2010; 135, February 2011

*Merseyside Industrial Heritage Society Newsletter*, 304, January; 305, February; 306, March; 307, April, 2011

*Midland Wind and Watermills Group Newsletter*, 98, December 2010

*Piers: the Journal of the National Piers Society*, 98, Winter 2010

*Scottish Industrial Heritage Society Bulletin*, 58, March 2011

*Search: the Bulletin of the South Wiltshire Industrial Archaeology Society*, 93, March 2011

*Somerset Industrial Archaeological Society Bulletin*, 115, December 2010

*Suffolk Industrial Archaeology Society Newsletter*, 112, February 2011

*Surrey Industrial History Group Newsletter*, 179, November 2010; 180, March 2011

*Sussex Industrial Archaeology Society Newsletter*, 149, January 2011

*Sussex Mills Group Newsletter*, 146, January 2011

*Trevithick Society Journal*, 37, 2010

*Trevithick Society Newsletter*, 150, December 2010

*Triple News: Newsletter of the Kempton Great Engines Society*, 40, Winter 2010/11

*The Vision: Newsletter of the Friends of Newport Transporter Bridge*, 2/10, Winter 2010

*WaterWords: News from the Waterworks Museum, Hereford*, Winter 2010-11

*Yorkshire Archaeological Society Industrial History Section Newsletter*, 81, Early Spring 2011

**Books**

*Limestone Industries of the Yorkshire Dales*, by David Johnson, Amberley Publishing, 2010. 283pp, 183 illus. ISBN 978-1-4456-0060-4. £18.99.

This is the second edition and a much enlarged version of the author's first book on the subject published in 2002. It results from more extensive documentary research and wide-ranging fieldwork as well as archaeological excavations at early modern limekiln sites. It incorporates up to date research and many illustrations not in the first edition including plans,

documents and photographs (47 in colour). The author stresses the indispensability of limestone since at least Roman times, for building, mortar, agriculture and a host of other uses. Developments and the technology of pre-industrial and industrial limekilns are traced from small clamp kilns and rural kilns to large commercial Hoffman and Spencer kilns. There are case studies of lime works, for example at Ingleton, the Craven Lime Co., John Delaney Ltd at Horton, P.W. Spencer Ltd at Giggleswick, and a miscellany of other interesting quarries and lime works in the region. A final section covers working conditions, stone getting, blasting, haulage and quarry plant. The book is fully indexed and has an extensive list of further reading. David Johnson is the leading authority on the limestone industry in the Yorkshire Dales and the book is essential reading for anyone interested in the industrial archaeology of this region, and indeed in the lime industry anywhere.

*Cornish Mines: St Just to Redruth*, by Barry Gamble, Alison Hodge Publishers, 2011. 103pp, 131 illus. ISBN 13 978-0-906720-81-3. £5.95.

*Cornish Mines: Gwennap to the Tamar*, by Barry Gamble, Alison Hodge Publishers, 2011. 111pp, 138 illus. ISBN 13 978-0-906720-82-0. £5.95.

These two handsomely illustrated books are in the publisher's Pocket Cornwall series, the first covering the west of the county and the second the east. They should be bought together as they are a recent record of many of the county's best mining sites, photographed in the years since the World Heritage Mining Landscape inscription in 2006. Despite their small pocket size, the books pack in a wealth of material and jointly cover ten districts and over 100 tin and copper mine sites with their engine houses and dressing floors. The author's high quality colour photographs are enhanced by several of his oblique-angled aerial views which give a wonderful new way of seeing even the better known sites; they are dramatic and impressive. These are found across the peninsula from Botallack and Levant and their neighbouring mines around St Just to the mineralised cliffs at Cligga Head near St Agnes, the Caradon mines and the Tamar valley's many fascinating remains in the east. Notes are given on the history of each mine and there are extended captions describing the photographs. Each book ends with an illustrated glossary of mining terms.

*Dynasty of Engineers, The Stevensons and Bell Rock*, By Roland Paxton, Whittles Publishing. 182pp inc 32pp colour ISBN 978-0-9567209-0-0. £20

The world's oldest continuously operational rock lighthouse sits on the Bell Rock eleven miles off Arbroath on the east coast of Scotland. Its bicentenary is marked by this volume. In addition to providing biographies of the eight members of the Stevenson family who, over five generations from 1786 to 1952, contributed significantly to the nation's infrastructure and international lighthouse engineering, the book also sheds new light on the design and erection of the lighthouse and the work of its engineers.

*The Mawdsley Story 1907 to 2010*, by L. H. Jones, The Woodcock Press, ISBN 978-09542334-1-9. £15

The Mawdsley Factory at Dursley was demolished in 2000. The industrial archaeologist will find the Mawdsley Story typical of the changes experienced by many in other industries as wars and new technology, social changes and global economics affected their lives through the 20th century.

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21 MAY 2011

**EMIAc 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 underground, followed by site visits. For details and booking form, go to [www.niag.org.uk/emiac.html](http://www.niag.org.uk/emiac.html)

27 MAY 2011

**SAFETY AND ACONOMY IN THE OPERATION OF LARGE HISTORIC MACHINES**

At Kew Bridge Steam Museum, Brentford this seminar will review the problems and risks in operating large machines, mainly steam engines, designed in the early 19th century. For details, contact John Porter at the Museum or email: [john.s.porter@virginmedia.com](mailto:john.s.porter@virginmedia.com)

18 JUNE 2011

**DRAGLINE OPEN DAY**

Friends of St Aidan's BE1150 dragline. Swillington Leeds LS26 8AL. Details Paul C Thompson 07889 286634 . Also September 10-11.

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](http://www.namhoconference.org.uk)

26 AUGUST TO 1 SEPTEMBER

**AIA ANNUAL CONFERENCE**

at Cork, Ireland. The association's conference this year is being directed by Colin Rynne, a former Rolt lecturer and winner of the first Peter Neaverson award, and will be based at University College, Cork. Programme of lectures and visits to large sites of major industrial interest. See AIA website for details.

5-8 SEPTEMBER 2011

**RUSTBUCKETS OR FLOATING HERITAGE**

International conference on ship preservation to be held in Stockholm (Sweden) and Mariehamn (Åland, Finland). For details and registration <https://www.netigate.se/s.asp?s=46100X2270> Further information [rustbuckets2011@maritima.se](mailto:rustbuckets2011@maritima.se).

15 OCTOBER 2011

**EMIAc 82 STONED IN NORTHAMPTONSHIRE - THE COUNTY'S QUARRYING AND MINING INDUSTRIES**

at Cogenhoe Village Hall, Cogenhoe, Northampton, hosted by Northamptonshire Industrial

Archaeology Group. Details from Jane Waterfield, 6 Bakers Lane, Norton, Daventry, NN11 2EL (including sae) or email [newsletter@northants-iaag.org.uk](mailto:newsletter@northants-iaag.org.uk)

29 OCTOBER 2011

**R&CHS CLINKER LECTURE; SIR WILLIAM CUBITT (1785-1861)**

at the Birmingham & Midland Institute, Birmingham, commencing at 2.15pm. No booking necessary. The Railway & Canal Historical Society's annual Clinker Lecture is given this year by Peter Brown. Sir William Cubitt, who died in October 150 years ago, had an unusually varied career: windmills engineer, consultant to an ironworks, inventor of the prison treadwheel, gas works manager, then a civil engineer advising on water supplies, docks, navigable waterways and railways.

1 - 16 NOVEMBER 2011

**TASMANIA "A DEVIL OF A GOOD PLACE TO VISIT"**

Various options of tours of industrial sites on the occasion of the 16th Engineering Heritage Australia Conference, Hobart, Tasmania. Contact Paul Saulter, 80 Udimore Road, Rye, TN31 7DY or visit [www.heritageofindustry.co.uk](http://www.heritageofindustry.co.uk)

5 NOVEMBER 2011

**DEVIZES IA SYMPOSIUM 2011**

at the Wharf in Devizes. Speakers

covering canals, the Cold War, mills and railways. Further details available from [wanh@s@wiltshireheritage.org.uk](mailto:wanh@s@wiltshireheritage.org.uk) or the Bookings Secretary, Wiltshire Heritage Museum, 41 Long Street, Devizes, SN10 1NS

14 - 16 DECEMBER 2011

**RAILWAYS AND SPEED**

International conference. Two centuries of speed on the railways, thirty years of high-speed trains. International Union of Railways, 9, rue du Château-Landon, F-75010 Paris [www.ahicf.com](http://www.ahicf.com)

*Information for the diary should be sent directly to the Editor as soon as it is available. More Diary Dates can be found on the AIA website at [www.industrial-archaeology.org](http://www.industrial-archaeology.org)*



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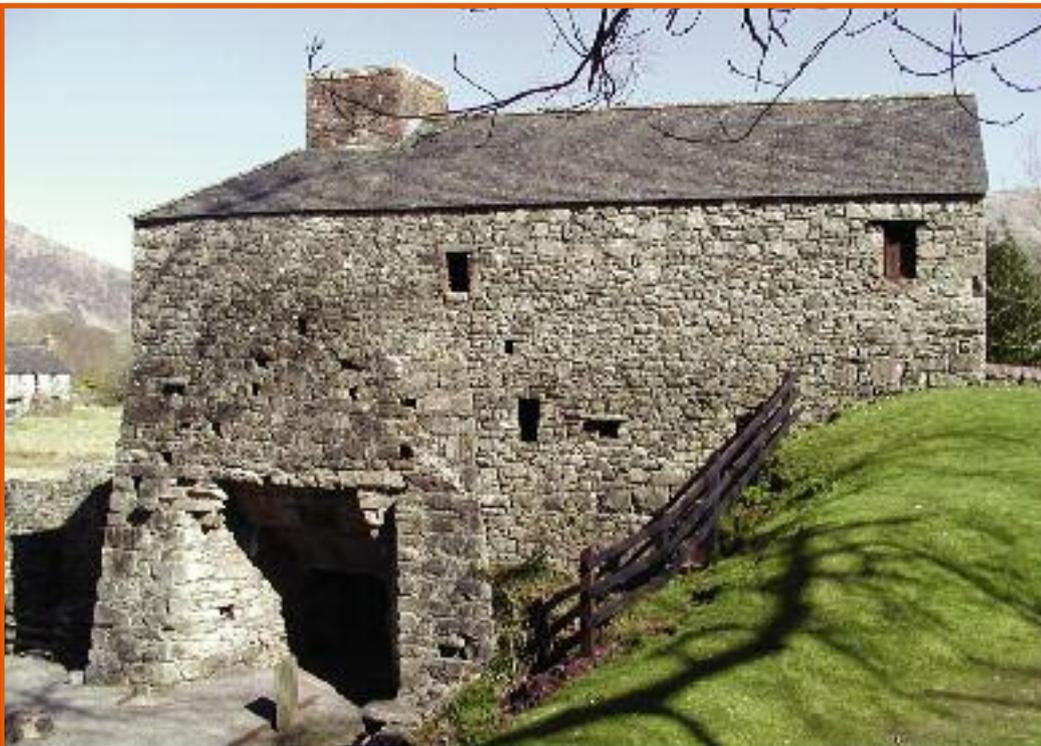
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*Final copy dates are as follows:*

- 1 January for February mailing
- 1 April for May mailing
- 1 July for August mailing
- 1 October for November mailing

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

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



Bonawe Furnace (see page xx)

Photo: Undiscovered Scotland