

INDUSTRIAL ARCHAEOLOGY NEWS

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THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

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COVER PICTURE

The Great Pit at Falun, Sweden, 95 metres Deep. At
times the mine accounted for two thirds of the world's
output of copper

Photo: Bill Barksfield

AIA visit to Sweden, 30 May – 4 June 2011

This was a truly remarkable trip. It included three UNESCO World Heritage Sites; two hard-rock mines both with histories of several centuries; two 'Lancashire' hearths - which were the basis of Sweden's leading position as a supplier of quality steels; and a completely preserved baroque theatre! All this was within 200km, west and north, of Stockholm.

Richard Hartree

We started at the Drottningholm Royal Summer Palace, a short train and bus journey from Stockholm, where there is a perfectly preserved baroque theatre. Built in 1766, it had summer use for less than thirty years and, with a change of king and his tastes, it was used as a furniture store until its 'rediscovery' in the 1920s. It was then carefully restored with the royal box replaced by special central seats and an electrical lighting system replacing candles. All the original stage machinery, man-powered by windlasses and capstan, was still in working order except where rats had eaten the ropes. The theatre is still used in the summer for productions of baroque operas, all in period style. Originally the crew of 25 stagehands were seamen used to such machinery; now they are professionals from the main Stockholm theatres doing a 'summer job'. Scene changes of flats and drops can be completed in 4 seconds! We had a good look at all the machinery and heard the 'thunder-box' thundering. It was our first World Heritage Site.

Mining for copper and gold at Falun (Kopparberget or Copper Mountain) was continuous from the 10th to the 20th centuries. It was hard rock underground mining with vertical shafts and horizontal galleries. The main shaft is 450 metres deep. All were cut by hand using fire-setting, though later gunpowder and dynamite were employed to weaken the rock. On Midsummer's Day 1687 there was a huge cave-in and the mine became a big pit - rather than a mountain. Fortunately it was a holiday and no men were in the mine. It is still an impressive site which in the 17th century produced the greater part of the copper used in Europe. It and the associated township of Falun is a World Heritage Site, our second.

The silver mine at Sala which was operated from medieval times until 1908, produced in all about 400 tons of silver. It was owned by the crown to monopolise its silver for coinage and it actually yielded about 50 tons of lead for every ton of silver. This was another hard rock mine, to a depth of 300 metres, with its own town site. Because of the value of the ore fire-setting was preferred to explosives. Apparently some 2 to 3 cubic metres of wood was required to loosen about a fifth of a cubic metre of rock! As a tourist you can now spend a night in the mine in the 155m level.

These hard-rock mines drew on large surrounding areas for their huge timber needs. Over a million cubic metres of timber were needed annually at Falun alone, much of it as charcoal for smelting. Hoists and pumps were driven by water power which required elaborate canal and dam systems working all year round.

The 'Lancashire Hearth' was a Swedish development of producing wrought iron/steel





Engelsberg earth and timber blast furnace as reconstructed in 1878. It was last blown in 1919

Photo: Bill Barksfield



Lancashire forge at Engelsberg. This used an adaptation of the 'puddling' process to suit charcoal

Photo: Bill Barksfield



Trip hammer at Trångfors to work the iron into bar. Last used in 1919

Photo: Bill Barksfield

from pig iron, akin to puddling. At Engelsberg Bruk there is a well preserved blast furnace which operated from 1779 to 1919 – producing all of 10 tonnes a day. The blowers and hoists were driven by water wheels. Just up river was a 'Lancashire Hearth' forge with two hearths and a trip hammer, again with its own water wheel. Quite a number of the buildings of the 'bruk' or village are preserved and the whole complex is a World Heritage Site.

We saw another 'Lancashire Hearth' forge plant at Trångfors near the Stromsholm Canal. This had four 'Lancashire Hearths' and a water-powered trip hammer. Its restoration, since 1988, has been entirely by volunteer activity. We were very impressed by the work that had been done.

The Stromsholm canal was built in 1772-95 for the export of iron bars. 100km of waterway were achieved by 12km of artificial waterway between a succession of lakes. Much of the excavation was in solid rock. It was superseded by the railway; the last cargo vessel was in 1948. The 13 locks at Hallstammer have a fall of 50 metres.

Lake Amanningen is part of the Stromsholm Canal system and on it is Oljeon or 'oil island' which is home to the oldest oil refinery in the world, not a World Heritage Site! It operated as a distillery from the 1875 to 1902, initially processing 1000 barrels each year of Pennsylvania crude and it continued blending lubricating oil and greases until 1927. We were guided around it in very lucid English by the 93 year old son of the last manager. He had first gone there as a five year old and now lived in the original manager's house on the island. It was a remarkable visit in many ways.

In Eskilstuna, the Sheffield of Sweden, we saw the Rademacher forges. These were built in the mid 1600's with the idea of attracting skilled men to Sweden to increase manufacturing capacity, especially of firearms. Twenty of the old buildings are now occupied by craft workers including a blacksmith, a goldsmith, a coppersmith and one knife maker/cutler. He showed figures for the history of cutlers in Eskilstuna – 2 in the late 1700s, up to 180 in the 1800s and now back to 2 again, he being one of them; much like Sheffield!

Eskilstuna had a good industrial/technical museum with a fine show of machine tools by Munktells, the local maker. There was a display of stationary steam engines and a British locomotive; much to our delight.

The Swedish Railway Museum in Gävle was another part of the tour. The main museum is in a converted roundhouse. Exhibits were well presented and labelled. The Beyer Peacock locos from Manchester in 1856 had been the first in Sweden. A hundred years later Sweden was exporting locos, steam and then electric, ASEA of course. There was the usual display of Pullman cars, with second and third class as well.

A preserved linesman's cottage gave an opportunity to learn a little about the linesman's duties. He was expected to walk the track before each train. This included clearing snow. His plough was for only one rail which he would push

for maybe 2km before turning on to the other rail to push 'home'! He had a day off every other Sunday, but had to cover for his neighbour on the other Sunday. The cottage had some land and outbuildings attached so the he could keep some livestock and grow some produce but only for his 'own consumption'.

Our visits to mines which produced wealth in silver and gold have been mentioned. Our final visit was to the site at Tumba where the special paper for banknotes has been produced since 1758. Some of the original buildings have been refurbished to form a delightful museum. The needs of security required the plant to be in an isolated location. The workers lived on site forming its own community with school, hall, library, musical bands and sports activities. Next door is the present producer of banknote paper, well secured but not so isolated.

For some of the party a very special 'extra' was a visit to the Vasa museum in Stockholm. The ship is in a remarkable state of preservation and the collection of items from her is very extensive. All is beautifully presented together with background displays on 17th century shipbuilding and fitting-out. It is an outstanding museum.

All the sites were well presented for visitors both casual and those with more technical interest. Information is intelligent and well translated. Our guides were excellent. The tourist authorities are anxious to promote industrial history. For more information try www.ekomuseum.se or www.visitfalunborlange.se.

This was the first AIA trip run by Heritage of Industry under Bill Barksfield and Sue Hayton. They have set themselves a high standard. We can happily look forward to the future trips.

Motoring in Ireland

James Joyce might have called it motorroaring. Many AIA members will be motoring through Ireland this summer to attend the annual conference in Cork on 26-28 August. Southern Ireland is a place where post boxes and telephone kiosks are green and signposts can show distances in miles, kilometres or Irish miles. What adventures will our motoring delegates have? The Irish Automobile Association was founded just over 100 years ago.

Robert Carr

The Irish Free State and Éire

The Irish Free State came into existence on 6 December 1922. It was succeeded by a new state, Ireland (Éire) in 1937 which formally declared it a republic under the Republic of Ireland Act of 1948. Customs controls were introduced on the border between North and South shortly after the establishment of the Free State. These controls were maintained, with varying degrees of severity, until 31 December 1992 when the European Single Market came into effect and there are no longer any customs posts on either side of the border.

There is a slight difference in road signs between North and South. Also in Northern Ireland speed limits are in miles per hour while in the Irish Republic they are in kilometres per hour. In some areas where Gaelic is spoken, mainly in the extreme west, road signs are in Irish. More than 72,000 people in the Republic use Irish as a daily language - a spoken vernacular.

Since 1987 Irish road-vehicle registration plates have displayed; firstly two digits for the year (09 for 2009), then a county code (D for Dublin, C for Cork, DL for Donegal etc), followed by a number with up to six digits starting with the first vehicle registered in the county that year.

The Irish AA Centenary

In Ireland the Automobile Association plays more of an establishment role than it does in the UK. This is because when the Irish Free State was set up there were few existing Irish organisations to carry out the routine functions of government. For instance from 1922 the AA has dealt with customs documents for motorists and international driving licences.

Last year saw the centenary of the Irish Automobile Association and An Post, the state-owned provider of postal services in the Republic of Ireland, issued a 55c commemorative stamp on 14 October. This showed a patrolman on a motorcycle combination in full uniform giving the traditional AA salute. In 1910 Ireland had about 55,000 miles of roads and the total of registered motor vehicles was just over 7,800. The Irish AA was established at 12 College Green in Dublin, its objectives being to improve the state of the

roads, organise opposition to speed restrictions and set up a national system of warning and directional signs of which there were hardly any. In the first year they put up 4,000 road signs.

Initially AA patrolmen used bicycles, and carrying tools rode about looking for members in distress. They would also warn of hidden speed traps by saluting cars which displayed an AA badge. The authorities claimed that this was illegal, so a convention was established that patrolmen would salute members unless there was a speed trap ahead. As well as potholes other problems to be confronted were heavy taxation, permits and car theft. The AA campaigned for the better use of car owners' tax contributions and has always remained strictly apolitical, being scrupulously careful to avoid any kind of political donation.

During the Great War of 1914-18 and the Irish War of Independence, private motoring almost came to an end. The partition of Ireland between the six north-eastern counties and twenty six counties of Southern Ireland took place on 3 May 1921. In 1922 the Irish Free State was established and almost all ties with the United Kingdom were severed. New ways of doing things had to be introduced quickly. At important border crossings AA Frontier Officers were on duty to assist members.

About 1925 the first AA patrols using distinctive yellow and black motorcycle combinations appeared and the first AA phone box was installed in 1925. The first Irish edition of the AA members' handbook came out in 1927 and the first AA road book of Ireland was published in 1931. In 1938 a second comprehensive road signposting scheme was started.

Some old dark-yellow & black AA roundel road signs can sometimes still be seen. A town sign has the name of the place displayed on a black horizontal bar across the middle with distances to nearby places above and below it. The slogan 'safety first' appears at the bottom.



AA Duncormick Road Sign

Wikipedia Commons



AA Ireland centenary stamp

Reproduced by courtesy of An Post ©

Cockatoo Island in Sydney Harbour

First a prison and then, for 150 years, a naval shipyard this island is now open to the public with the extensive remains of an industry which once employed 3500 and over its life had built, docked or slipped over 12000 ships.

Chris Barney

The south shore of Sydney Harbour, sometimes described as the finest anchorage in the world, was largely marshy when the first white settlers arrived in 1788 while the north shore was even less inviting as it is steep, rocky and mostly covered in a near impenetrable forest. In the harbour are a number of islands, most of them bare rocks and waterless. Cockatoo Island is one of these, originally about 32 acres and around 50 feet high consisting of Sydney sandstone, a



Cockatoo Island in 1944. About half of the sheds at wharf level have now gone but most of the buildings on the upper level remain. USS Gilmer (9) is in the Fitzroy Dock and HMAS Australia (3) is the the Sutherland Dock. The building slips are in the background

superb building material. It is about two miles upstream of Sydney Harbour Bridge.

In 1839 the Governor of New South Wales decided that it should be used to accommodate convicts brought back from the recidivist prison on Norfolk Island and they were put to work building their accommodation as well as large grain silos, dug into the rock, to store corn against the periodic poor harvests. As is normal with prisons, the accommodation rapidly became seriously overcrowded.

From 1845 there were proposals to build a graving dock for the navy using convict labour with the intention of using the same labour to work on the ships once the dock was in use. Work began in 1847 but the dock was not complete until 1857 by which time 1.5 million cubic feet of rock had been excavated. Subsequently known as the Fitzroy Dock, it was initially 284 feet long and 58 feet wide. It was closed by a galvanised iron caisson prefabricated in Blackwall, London and assembled at Cockatoo. The steam pumping machinery was also built in London by George and Sir John Rennie.

It soon became apparent that a larger dock was needed with one report stating that "...any increased dimensions would be simply a matter of more excavation I have thought it should slightly exceed the dimensions of those other docks described, [Chatham, Portsmouth, Malta and Melbourne] so that we may truly boast of having the largest single dock in existence." By 1880 the dock had been extended twice to nearly 500 feet and "...being now long enough to take in any ship in the world but one [the Great Eastern]..". It was, however, not deep enough and in this form it still exists.

In the same year (1880) plans were approved for a new dock at Cockatoo suitable for the deepest vessels including ironclads and larger than any other dock then existing. This was to be

the Sutherland Dock with a length of 638 feet (subsequently increased to 680 feet) and a depth of about 26 feet which would have accommodated the hull of the Great Eastern without her paddle wheel sponsons. The sliding caisson was 90 feet long and the pumping machinery was by James Watt and Company.

A report from 1886 states that "The dock is in almost constant occupation, HM war-ships, foreign men-of-war, and the mail-ships of the PMS Company being regularly accommodated there, together with the numerous fleet of tugs, dredges, etc., belonging to the Colonial Government. Dredges, tugs, and punts for the Dredge Service are built at the island, a large staff of mechanics being constantly employed for this purpose"

Nevertheless by 1900 the dockyard was in a poor shape and there were allegations of mismanagement. Under a new superintendent the facilities were improved to the extent that they could build and equip substantial vessels with all the necessary equipment including boilers and engines. In 1907 the Australian Commonwealth government approved plans for the purchase of three torpedo boat destroyers, two to be built in Britain and the third to be supplied as prepared material for assembly in Australia. Fairfields laid the keel of this vessel, the *Warrego*, at Govan in May 1909 and subsequently dismantled her. The parts were shipped to Sydney, the keel was re-laid on Cockatoo in December 1910 and the ship launched in April 1911.

After this experience the dockyard took on the construction of a cruiser and three further torpedo boat destroyers for the Commonwealth Government. An experienced British manager was appointed who reported numerous serious problems of staffing, solved relatively easily, inadequate machine tools which led to a bureaucratic nightmare of dispute between the various authorities and most importantly an inadequate electrical power supply. A new power plant was urgently needed but through further administrative delays this was not completed until 1919. Meanwhile, at one time, generators intended for a ship under construction were called into service with steam supplied by borrowed locomotive boilers. Despite all the problems, during the First World War, with some 3000 men working on the island 500 ships were docked and 22 built. There had been a huge programme of development to bring the facilities in line with modern requirements.

After the end of the war, amidst much disagreement on the ownership and the form of management, Cockatoo Dockyard moved towards commercial work for private customers which led to further disputes with other shipyards alleging unfair competition. With inadequate government work available employment fell to



Cockatoo Island – Fitzroy Dock. Caisson moored in foreground. Well known feature in background

Photo: Chris Barney

500 by 1932 and the government leased the dockyard to a private company. This enabled them to tender for outside work.

Following the outbreak of war, in 1940, a new arrangement was agreed which meant that the company became the manager of the dockyard on behalf of the Commonwealth for the duration. Between 1940 and 1945 some 750 ships were docked for repair including many with substantial torpedo damage. In addition numerous vessels were refitted as troopships or had other alterations. The Queen Mary appears in the list seven times as does the Aquitania which on one occasion had her accommodation increased by 500.

After 1945 the dockyard was busy reconverting many of the former passenger ships and later refitting naval vessels with modern equipment. The last ship constructed on Cockatoo was HMAS Success, completed in 1986, which was the largest naval ship built in Australia. At the same time a considerable amount of general engineering work was done including refurbishing turbines for power stations. The final work on the island was a rolling programme of submarine maintenance which ended in 1991.

Much of the equipment and machinery was sold and many of the buildings dismantled. Neglect set in. However, in 1998 the Sydney Harbour Federation Trust was established to plan a more positive future. Along with other defence establishments Cockatoo Island was transferred to the Trust. After necessary work the Island was opened to the public in 2007.

Although much has been lost a great deal remains. The two dry docks are there although they cannot be operated as their caissons are derelict. The main slipways are intact. Most of the large workshops have gone but the turbine and heavy machine shops remain and the bones of some of the machinery are still in place including that of a lathe with 100 foot bed and some of the massive plate forming machines. On the upper part of the island, which is that part where the rock has not been excavated to reduce it to wharf level, there is still the vast drawing office and the mould loft, a clear space 150 by 60 feet. The dock pumping station and generating station remain but are not open to the public. Most of the other buildings can be visited at will.

Many of the 60 cranes are still in place and although some are in poor condition a devoted gang of volunteers is working to refurbish others. They have just completed work on a 1901 steam powered 10 ton machine which they had finished superbly.

The iconic Sydney ferries provide an hourly service to their new wharf on the island and an excellent leaflet guides visitors around. Information boards are intelligent though not yet complete. Some of the old staff houses can be taken as holiday lets and most imaginatively, there is an area where small tents have been erected which can be rented for those who want a night on the island.

The last day I was there an art college had occupied many of the tents for a week long course. They were also using many of the buildings, though not exclusively and I kept

coming on 'installations', some in surprising places. There are numerous children's days and public events are held on the site of the demolished buildings.

As a conservation project with sensible public involvement it is impressive and very well worth a visit.

The Heritage Alliance and the Lottery Fund's Strategic Plan

Officers of the Association took part in a special workshop held on 28 March 2011 to prepare a response to the Heritage Lottery Fund (HLF) Strategic Plan. The Association is an important part of the Heritage Alliance representing the particular interests of industrial archaeology in national affairs.

The Heritage Alliance is the largest coalition of non-government heritage interests in England. It now brings together 90 major organisations from specialist advisers, practitioners and managers, volunteers and owners, to national funding bodies and organisations leading regeneration and access projects. Together its members own, manage and care for the vast majority of England's heritage; their specialist knowledge and expertise across a huge range of issues is a highly valuable national resource much of which is contributed on a voluntary basis for public benefit; they are supported in turn by thousands of local groups and over 5 million members.

This consultation is so important to the future of our heritage over the next decade that we have promoted it at every opportunity, including through our ebulletin Heritage Update, and encouraged all to participate in the events and the on-line consultation.

The Alliance is uniquely placed to identify a consensus from across its membership and to focus on the more strategic aspects. This response is based on the members' discussion at a special workshop held on 28 March 2011. About 50 representatives of national organisations attended, many of them with membership networks of their own. Over half of the participants had direct experience of applying for HLF funding and all were in a position to take an overview of the funding challenges ahead.

Our response covers 5 areas:

1. HLF's strategic role
2. Sustainability – heritage assets and organisations
3. Commensurate knowledge and skills
4. Administration costs
5. Current and proposed grant programmes

1. HLF's strategic role

The Heritage Alliance membership is hugely supportive of the HLF, the scale and scope of its support to heritage and the responsiveness with

which it has listened to the sector and conducted its business in the current economic climate. We strongly stress the principle of additionality is adhered to in the period of the new Plan. Even in this economic downturn, HLF cannot and should not directly replace the loss of central and local government support to our heritage but it can and has adjusted its criteria, for example on matched funding, to mitigate the impacts.

Making a positive and lasting difference to heritage and people'

The wider scope of this statement and its implicit commitment to sustainability met with approval. The less specific wording avoided the previous priority given to 'learning' and 'participation' outcomes that had possibly deterred potential applicants and, by being more inclusive, might now give applicants more confidence. However additional guidance on what such a high-level statement actually meant would be necessary and any reference to conservation should be wide enough to include regeneration as well as restoration. This new strap-line also affirms HLF's wider role in the cultural sector as champion of our heritage and in drawing attention to the economic and social benefits it delivers.

HLF is a powerful advocate making the case on national and regional platforms for heritage as a significant part of our cultural identity. Not least, HLF funding releases the passion and commitment in civil society to care for it and inspires others to enjoy it. Both these messages are endorsed by the Alliance. As well as its public voice, we appreciate the way HLF engages in heritage/cultural forums and initiatives to strengthen joint working for the benefit of all.

To read the **full report** covering sections 2 to 5 go to the website below and under News open the article – 'The Heritage Alliance responds to HLF Strategic Plan'.

www.theheritagealliance.org.uk

The Future of Stationary Steam Museums

A seminar at Kew Bridge Steam Museum explored the problems and risks in operating large historic steam engines in modern conditions.

John Porter

Kew Bridge Steam Museum's seminar on the future of museums operating elderly steam plant with a team of enthusiastic volunteers but not much else, took place on Friday 27 May. About 45 people attended, from as far away as Darlington, Bradford and Rochdale in the north and Hereford to the west, as well as a good representation from the more local sites in south-east England. Delegates from the big boys; the National Museum of Science and Industry, Manchester's Museum of Science and Industry and Birmingham's Thinktank played a very constructive role.

This turn out reflects a growing realisation that the days of a band of devoted enthusiasts restoring and running old steam sites, primarily for their own pleasure and satisfaction, are coming to an end. Ageing volunteers, reduced novelty, increasing costs for fuel and insurance, and the need to ensure that steam operation is safe for visitor and volunteer alike, is driving all of us towards a new approach.

In his opening paper, John Porter, a Trustee at Kew Bridge, pointed out that Kew Bridge Steam Museum had made an operating loss in each of the past few years. Without a much appreciated legacy from a Newcomen Society member, the Museum might have had to severely curtail its activities, if not close altogether. Fortunately 2011 is looking better. While the safety record of the U.K.'s steam museums is extremely good, a fairly swift look around outside the Museum soon finds reminders that disaster may be just around the corner, and can happen even in the best regulated organisations.

It is unthinkable that the UK's wonderful collection of steam museums might close. This is also the view of the Institution of Mechanical Engineers which is giving ever more support to locations of outstanding engineering merit. Kew Bridge was delighted to have Mrs Sonia Rolt OBE to unveil their new plaque when Phil Cheetham, of the Institution, reminded us of her late husband's words about the engines: 'Take steam away and their breath of life is gone'.

With this encouragement, and after witnessing the dramatic sight of the near 30 tonne mass of the recently restored Bull engine (built 1859, cylinder diameter 70 inches) rushing upwards to stop within an inch or two of the terminal blocks, the delegates turned to consider how the goal of eternal life might be achieved.

Speakers from the large museums, with a formal structure, illustrated what they have to do in the way of risk assessment, operating manuals, training of staff and routine checks. Chris Hodrien, of the International Stationary Steam Engine Society, clearly showed the legal structure that applies to steam museums and that it is not prescriptive. It requires operators of such plants to develop systems appropriate to them, to be able to demonstrate that they have them and that they apply them. He also reminded delegates that the overall requirements, particularly for pressure systems, are evolving and trusts and societies must keep up to date with changes. Oliver Pearcey described the market research that has been taking place at Kew Bridge and the need to focus on providing a good day out for family groups and people who were not primarily steam buffs. Jan v d Veen, of Nijkerk in the Netherlands, reminded us that his museum was in the middle of nowhere and that their cafe and information centre was greatly used by birdwatchers and passing cyclists. In this way they generate income from a much wider market.

Alas, the supply of good, useful volunteers remains a major problem. Catch them young, keep in touch while they enjoy the excitement of youth, the early years of marriage, and be ready to receive them back as these demands lessen, seems to be the only answer available.

What was clear, after a talk from leaders of the Heritage Railway Association and the National Traction Engine Trust, is that these burdens become lighter if they are shared; something that the stationary steam movement has failed to do so far. The seminar showed that there was now an appetite for cooperation. Oliver Pearcey, Chairman of the Kew Bridge trustees suggested a meeting early next year when positive proposals can be tabled. We hope to do this at the Bradford Industrial Museum. In the meantime, John Porter at Kew Bridge Steam Museum (john.s.porter@virginmedia.com) will act as a focal point for ideas, offers, support and criticism to keep the momentum going.

The Trustees of Kew Bridge Steam Museum are very grateful for the encouragement of those who attended, from others such as Colin Tyson and Neil Cossons who could not attend, and to their friends at the Musical Museum for the use of their Concert Hall and its excellent AV facilities.

The National Piers Society

The first of an occasional series about specialist societies which members may like to know more about.

Tim Mickleburgh, Hon Vice President, National Piers Society.

Lester Kitching, the first National Piers Society (NPS) Archivist, set up the Independent Piers Society back in 1973 after learning from Sir John Betjeman that there was no national society devoted to piers. That was also true when I published my *Guide to British Piers* five years later. However after contacting John Lloyd of Brighton West Pier Society, which received the book's profits, I was invited to become involved in the setting up of what would be the NPS.

A number of preparatory meetings were held in London, involving pier owners, the Victorian Society and those active in the world of pier preservation. Three important piers, Brighton

West, Clevedon and Southend were then deemed to be at risk, and it was this that had largely galvanised people into action.

Finally an official launch was held at the Connaught Rooms in London on 11 July 1979, attended by the society and the afore-mentioned Sir John. With this covered by BBC Today Programme and illustrated articles in *The Guardian*, *Daily Express* and *Daily Telegraph*, the NPS got off to a flying start.

Or so we thought. Sadly, it was to be more of a false one. For it soon became apparent that we hadn't got the back up and administrative support for a countrywide society. Nevertheless the NPS kept going, helped by a newsletter that was sent at erratic intervals to a membership that stayed at around the 50 mark.

I suppose it was the appointment of Robert Eastleigh as Editor that put the society on an even footing. In April 1987 the first journal was produced, which appeared on at least a quarterly basis, as it has done ever since. This has helped with the recruitment of new members, and has been the society's rock for 24 years

The highlight of the year for members is the AGM weekend, invariably held at a resort with a pier, and involving visits to other attractions. A first for 2010 was a trip to Belgium, including trips to the piers at Blankenberge and Ostend.

Much of what the society does is behind the scenes, such as supporting Lottery Bids. Publicity is vital and we are regularly in contact with both the national and local media, particular when an individual pier becomes newsworthy. Twice an MP has put forward an Early Day Motion in the House, while 1996's "Year of the Pier" included a Parliamentary Reception attended by two cabinet ministers.

We still have the valued input of pier owners, who welcome the opportunity to be a member of a body that fights for piers. They see the NPS as a clearing house for information, as well as a pressure group.

If you would like to join us, a Registered Charity, Membership Secretary Neville Taylor can be contacted at Flat 1, 128 Gloucester Terrace, London, W2 6HP (neville.taylor@homecall.co.uk). Subscriptions are £16 ordinary, £12 concessions.



Members of the National Piers Society at AGM weekend

Deficits forecast for this year and next

Anyone reading the published accounts for the Association included with this Newsletter might be forgiven for believing that a surplus of £35k for 2010, coupled with a cash balance of £196k was good news. But the story is much more complex.

We have a generous, but anonymous, donor who finances the Restoration Awards made by the Association. During 2010 he gave to us a further £35k, which with the gift aid we are able to recover, accounted for £43.8k of the total Income of £126k. Allowing for the £14k awarded out of these funds the net effect on the surplus was to reduce it by £29.8k to £5.7k. Still, you might think, a satisfactory result for an Association with only 516 members.

However, closer examination will reveal a surplus on last year's conference of £5.3k.

Your Association regards surpluses on conference to be reserves against possible losses on conferences and not necessarily for running the Association. Final booking numbers for the Cork conference are not known as I write this, but are likely to be significantly down on previous years, leading to a potential loss. Removing this conference reserve from the quoted surplus leaves us in a barely breakeven position for 2010.

Whenever Council meets I always present them with the full accounts, but also address the issue of how the Association is fairing with regard to its subscription income plus gift aid, and other income, such as sales, interest, etc and compare this with the running costs incurred in the period. Because it is that income, and only that income, which is available for Council to run the Association. All our other funds, the Neaverson Legacy, the Initiative Award funds and the Restoration Award funds are not available for day-to-running expenditure.

My forecast for the current financial year is a deficit of between £3k and £4k. There is little that can be done to alter that in the time remaining. I'm aware of money pressures many members will be experiencing but if we are to survive in the long-term it is an issue that must be addressed in the coming

weeks and something I will be speaking on at the forthcoming AGM.

Bruce Hedge ACMA

President's Awards, Cornwall 2010

It was with great pleasure that I went to Cornwall in April to make the awards that followed the Annual Conference in Falmouth last autumn. Since I did a great deal of industrial archaeological work in Cornwall in the 1980s with Leicestershire Industrial History Society's flying squad and was also a mentor on the planning for the Cornish Mining World Heritage Site for English Heritage, I was delighted when the conference delegates voted for two mining sites for the awards!

The Initiative Award was presented to the Rosevale Mine near Zennor, which is a privately owned mine being restored by a small band of volunteers (Fig 1). Mike Shipp, who received the award, has worked in mines all over the world but was at South Crofty when he gave me permission to work at the Basset Mines in the 1980s, so it was good to meet him again – he obviously cannot stop going down mines! The restoration works have been undertaken using traditional methods and materials, whilst meeting modern Health & Safety requirements, thereby preserving the mine as an authentic and realistic example of a small nineteenth/twentieth century Cornish tin mine. The long-term objective is to maintain the mine as a heritage site and to continue to open up some of the currently inaccessible workings.

The main award was split, one of the plaques going to the King Edward Mine in Troon in which the presentations took place. Part of South Condurrow on the Great Flat Lode, this mine was taken over by Camborne School of Mines as a training mine and equipped according to modern practice between 1897 and 1906. It ceased to be used for this purpose in the 1980s and a small group was formed to preserve the mill complex and turn it into a museum of tin dressing, now owned by a joint company from the Trevithick Society and the Carn Brea Mining Society. The mill contains one of the few

surviving sets of Californian stamps in working order, together with shaking tables, a Frue Vanner, a Cornish frame and other pieces of equipment. Conference delegates will remember the enormous noise produce by the working stamps on our visit: imagine what it must have been like in all Cornish mining villages! It is part of the Cornish Mining World Heritage Site and a valuable resource for local schools as well as adult visitors. Tony Brooks taught at Camborne School of Mines after a varied career in mining and is now one of the leading lights at the museum and, together with John Watton, wrote the illustrated guidebook to the site (Fig 2).

The other award was presented to Libby Buckley, a Director of the Porthcurno Telegraph Museum. Founded in 1997 when the Cable

Station ceased to have an active role, it is now owned and run by the Cable and Wireless Porthcurno and Collections Trust (the PK Trust). This remote valley was the hub of international cable communications from 1870, when the first undersea cable was laid from Porthcurno to Portugal, which linked with other cables to enable Britain to communicate with India, until 1970 and then used as a training centre until 1993. Today, it houses an amazing collection of artefacts concerned with the communications industry, secret World War II tunnels and, like King Edward Mine, is a valuable resource for local schools as well as visitors to West Cornwall.

Many thanks for our Chairman, Tony Crosby, for organising the event and to Tony Brooks and King Edward Mine for hosting it.

Marilyn Palmer, President



Rosevale Mine Group

Photo: Marilyn Palmer



Marilyn Palmer with Tony Brooks at the King Edward Mine

Photo: Marilyn Palmer

Peter Neaverson Award

The judges of the 2011 Peter Neaverson Award for Outstanding Scholarship in Industrial Archaeology faced a difficult task, with a record number of nominations for the award, some of which were substantial pieces of work. In the end, the judges were unable to choose between two of the candidates and have taken the unprecedented step of making two awards this year, for two very different and very commendable contributions to the discipline. The first is *Neither Here Nor There? The mining and transport of iron ore from the Brendon Hills to South Wales*, by M H Jones and the late J R Hamilton. This two-volume work is the result of many years of painstaking research, supported in part by the Heritage Lottery Fund and published by the Exmoor National Park Authority, based around the remains of the West Somerset Mineral Railway. The second winner is *The Arts of Industry in the Age of Enlightenment*, by Celina Fox, published by the Yale University Press. A wide-ranging and lavishly illustrated study of the myriad interfaces between the polite pursuit of intellectualism and the dark and mysterious world of industry during the 18th and 19th centuries, it suggests many new areas of research for the student of industrial archaeology.

Each winner will receive a cheque for £500 and a framed certificate. Arrangements for presenting the awards are still being finalised and both books will be reviewed in a future issue of *Industrial Archaeology Review*.

Any member of AIA may nominate a published work for this award; details can be found on the AIA web site or in a leaflet available from the Liaison Officer.

Ian West

Endangered Sites - An Update

The CBA continues to send the Association notification of listed building applications affecting industrial sites. The Association has commented on a variety of sites including Bracebridge Pumping Station in Worksop, and Clipstone Colliery both in Nottinghamshire and at the other end of the scale a

complete cider mill and press near Monmouth. My appeal for volunteers to monitor applications has resulted in a number of members offering to help and thank you to those who have put their names forward. However, more help is needed. If you have not done so and think you can help either with a geographic area or a specific subject please get in touch. For example there are few people to cover the west and south of the country. Even if I already have some one in a particular area or subject there is always room for someone else. Guidance on what to do will be provided.

Amber Patrick
amber@amberpatrick>plu.com

National Heritage Protection Plan

At the Council meeting on 11 June 2011 AIA Chairman Tony Crosby reported progress on the Plan as follows:

At a meeting on 23 March 2011 the latest version of the Plan was introduced to a meeting of the stakeholders who had been invited to previous meetings and I attended on behalf of the Heritage Lottery Fund. This interim version took into

account responses to the consultation held earlier this year, which had been very supportive with some helpful comments. An Advisory Board of about 20 members is being established to give advice and feedback on the development of the plan, meeting twice a year. It is to be administered by Heritage Alliance.

On 23 May 2011 English Heritage's priorities for the next four years were presented at an event addressed by the Minister, John Penrose, Baroness Andrews, Chair of EH, and Simon Thurley. Baroness Andrews began by stating that the NHPP was written by EH but in collaboration with its partners and that partnerships with organisations with local knowledge and expertise are important to its delivery. The Minister outlined the Government's three priorities for heritage: an up-to-date designation system; heritage at risk and especially buildings that have been on the register for a number of years; and philanthropy. He again highlighted partnerships and the Civil Society. Simon Thurley said that designation is also a priority for EH – both 'Strategic Designation' (groups of buildings taken together, e.g. water supply) and defined area surveys (e.g. ports and harbours). He said

that new forms of partnership are needed in the light of the reduction in Local Planning Authority Conservation Officers. Other priorities include heritage crime (theft and vandalism); and heritage at risk for which they are making money available for emergency funding and feasibility studies.

AIA/CBA day schools conclude in Lancaster

The series of eleven day schools run by the AIA in conjunction with the CBA and funded by an English Heritage National Capacity Building grant came to a successful conclusion in the Maritime Museum, St George's Quay, Lancaster, on Monday 21 February, 2011. Delegates were welcomed by both the President and the Chairman of AIA, and Keith Falconer, Head of Industrial Archaeology with English Heritage, paid tribute to the partnership between AIA, CBA and English Heritage that had enabled these day schools to take place. He said that he was the envy of many of his colleagues in English Heritage in that he was able to work with a voluntary group on the scale that has been possible with AIA: he also referred to the successful strategy for stewardship of the industrial heritage that was set up between AIA, HLF and English Heritage in 2008.

The day's programme commenced with a presentation by Lynne Walker, the CBA's Historic Buildings Officer, on the changes to planning legislation that had taken place since the day schools began in 2008. Lynne has taken part in all eleven day schools and AIA is very grateful to her for her willing participation. Richard Newman, Historic and Natural Environment Officer for Cumbria County Council, spoke about the port facilities and associated maritime infrastructure in North Lancashire and Cumbria. Mike Nevell then contributed a paper on the Cooperative buildings on the north-west, where the Cooperative Movement began with the Rochdale Pioneers in 1844, pointing out the importance of the surviving buildings not just of retail shops but also their important wholesaling warehouses. The morning was concluded by David George on the important remains of charcoal blast furnaces in Cumbria. The afternoon was taken up with a tour led by Ian Gibson, former Head



Bracebridge Pumping Station, Worksop 1980



Maritime Museum, Lancaster. Formerly the Port of Lancaster Custom House built in 1764
Photo: Roy Murphy



Lancaster – Industrial remains

Photo: Roy Murphy



Lancaster – River frontage

Photo: Roy Murphy

of Collections with Lancashire County Council, of the restored Lancaster water frontage, where warehouses and other maritime buildings have been successfully re-used for housing and other purposes. The series of day schools has concentrated on successful and

not-so-successful adaptive re-use, since most planning applications considered by the CBA and its volunteers are concerned with schemes for the re-use of industrial buildings.

Day schools have been held in Ashton-under-Lyne, Bristol, York,

Ipswich, London, Ironbridge, Newcastle, Exeter, Chilworth, Long Eaton and Lancaster between September 2008 and February 2011, one for each of the nine English Heritage regions and two pilot day schools to test the format of the training days. They have been attended by nearly 200 delegates, mainly volunteers from CBA and AIA who assist in the scrutiny of local planning applications on behalf of the CBA, but also including quite a few representatives from local planning authorities, archaeological contract units and English Heritage regional offices. The administration of the day schools has been carried out by Brian Grimsditch from the Centre for Applied Archaeology in the University of Salford, and its Director, Mike Nevell, has introduced most of the days as well as led all the debriefing sessions. Our thanks go to both of them for their hard work. The AIA's Publicity Officers, first Roger Ford and then Roy Murphy, have also managed to attend most of the days with the

AIA stand and publications, greatly adding to the AIA's national profile. AIA's contribution in kind to the English Heritage grant was its voluntary labour, and many AIA members have both acted as the local organisers of day schools as well as contributed illustrated talks and the fact sheets on particular topics which have been a feature of each of them. The latter are being collected together and expanded as the CBA Handbook of Industrial Archaeology, currently being written and edited by Mike Nevell, Marilyn Palmer and Mark Sissons for publication later this year.

Partnerships such as this between AIA, CBA and English Heritage have always been central to AIA Council's long-term strategy. A series of eleven day schools is a very considerable achievement for a voluntary organisation like AIA and, as Chairman of the Steering Group, I would like to thank all AIA members who have given up their time to make these events such a success.

Marilyn Palmer

Ploughing Matches

These generally take place in the autumn and are held all over the country. Here you can see not only examples of farm machinery from the last eighty years, but machines doing the job they were designed for. It's quite educational to follow the development of ploughing from horse traction to present-day large tractors: the increase in efficiency is striking. Unlike the horses that they replaced tractors do not reproduce themselves. When the early tractors were superseded by newer ones,

older models tended to be just left in barns or sheds in case they might come in useful again sometime. Now, years later, the restoration and operation of vintage tractors has become a popular hobby; a restored Fordson tractor in good working order can now be bought for about £1,500. Ploughing by horses was phased out in the mid nineteen fifties. The photograph was taken at Cottingham Farm Hertfordshire in October 2010.

Robert Carr



Ploughing at Cottingham Farm Hertfordshire in October 2010

Photo: R J M Carr

VAT on conversions

The comment in 'More Industrial Buildings in Danger' (IA News 157) that VAT on 'new residential property is zero rated for VAT whereas conversions carry VAT at 20%' is not entirely correct. By reference to VAT Buildings and Construction, Notice 708 June 2007, sections 5 to 7, published by HM Revenue and Customs, it can be seen that in certain circumstances conversions are zero rated or at a reduced rating, when being sold for and being converted for residential use. Section 9 details zero rating of approved alterations to protected buildings, which extends the zero rating to include conversions 'intended for use for a relevant charitable purpose'. I recommend the above notice be consulted for more details of VAT rating in connection with building works.

John McGuinness

Note from 'Heritage Update 210'

In response to the Parliamentary Select Committee's recommendation that it should commission research into reducing the rate of VAT on historic building repairs, the Department for Culture Media and Sport said this was "beyond the UK Government powers" due to "longstanding agreements with European partners", and that as such "we do not consider that research as to the impacts would represent a good use of resources."

The Heritage Alliance has written to the Secretary of State and the Minister for Heritage re-iterating the destructive impact of VAT at 20 per cent on repairs and maintenance but at zero on new build, to offer alternative suggestions for a way forward. Solving the VAT issue remains a top priority for the heritage movement.

Tyre ovens

Members of the Society for Lincolnshire History and Archaeology have recently recorded a wheelwright's oven on the premises of a wheelwright/wagon maker's works in Horncastle, Lincs. The brick oven is of sufficient size to accommodate several large iron wagon tyres side by side and it has a chimney approximately 5.6 m high. The date of building is unknown, but pre-1888.

The advantage of the tyre oven over the traditional method of heating a tyre placed horizontally on an open fire was that several tyres could be heated at once and only one attendant was needed to tend the fire and turn the tyres periodically to ensure that they heated evenly. Nevertheless, the use of tyre ovens does not seem to have been very common. This may be due to the difficulty of ensuring even heating but it may also reflect the scale of business needed to justify the capital cost.

It is clear from literature that tyre ovens were "known" but only one other example has been



Wheelwrights oven at Horncastle, Lincolnshire

located; it stands in the village of East Walton, Norfolk. The purpose of this letter is to ask readers whether they are aware of any others, either surviving or recorded. Please contact me at:

chris@chrislester.com, 01636 707642 or via the SLHA, Jews' Court, Steep Hill, Lincoln LN2 1LS. Thank you in anticipation.

Chris Lester

If you have a moment to waste

You would be amazed at how many tube trains are running at any moment. To see them in action try <http://traintimes.org.uk/map/tube/>. This extraordinary 'animated' map has been devised by Matthew Somerville but beware, stare at this for too long and you may get told you should 'get out more'.

A Maglev for £100

The train that took the strain for holidaymakers lugging cases from Birmingham Airport is in retirement in a Kenilworth field.

Heralded as a revolution in light transport when it was launched, the Maglev has been stopped in its tracks for a bargain basement £100.

Andy Jones snapped up the carriage after a previous eBay bidder failed to stump up a pledged £25,100. He reckons he not only grabbed the bargain of the century but a slice of engineering history as well.

The airport opened the Magnetic Levitation (Maglev) line to Birmingham International rail station in 1984. Suspended above the track using electromagnetic force, the train was way ahead of the green revolution, but it came unstuck by 1995 when it was deemed unreliable.

Now former engineer Andy is keen to find another role for the iconic train. "I thought I would get things going by putting in an opening bid of £100, but nobody else bid for it. I had no idea that I would end up getting it.

"I had watched the earlier bidding out of interest and I just wanted to get the ball rolling. We have offered it to various museums since we bought it, but nobody has been able to accommodate it. As a consequence I've got a five tonne train in the field opposite my house and I've now got to find a suitable use for it."

The ex-engineer in the Royal Air Force and Rolls Royce said he used to be a frequent flyer from Birmingham Airport and remembered riding on the Maglev.

Coventry Evening Telegraph

See 'Maglev' on Wikipedia for a good explanation of the theory and a description of the Birmingham line.

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Congratulations to Dr Simon Thurley, on his CBE for Services to Conservation.

Dr. Thurley has been the Chief Executive of English Heritage since 2002. His time there has been devoted to finding ways of making heritage protection fairer and more effective; and making sure that England's heritage plays a positive role in improving the quality of people's lives. As protecting heritage is a technical process, in fact part of England's planning system, he has spent a huge amount of time over the last five years working on improving heritage protection law, government planning guidance and working on training projects with central and local government. His name often appears in these columns which indicates the particular concern he has for industrial heritage.

Gold Medal for Service to Trevithick Society

The Trevithick Society presents its Gold Medal to those who have made a very particular contribution in the Society's areas of interest. Such presentations are rarely made and are therefore very special occasions. But the most recent of these, at the Society's May AGM weekend, was particularly noteworthy when the Society's President, Bryan Earl, presented a Trevithick Gold Medal to the second member of the same family.

Receiving his medal to mark his impending retirement from the

office of Society Treasurer after an unprecedented 26 years was Stephen Thomas of Camborne. Stephen has guided the Society's finances through a period of unprecedented change. Stephen's father, Milton Thomas, was 'Greaser-in-Chief' and leader of the gang, who restored to steam the 1840 beam engine at Levant Mine in the 1970s. In recognition of this project and his service to the Society, Milton Thomas also received the Trevithick Medal in 1991. Previous recipients include such Cornish mining luminaries as the late Dr. A. K. Hamilton Jenkin, the late Mr J. H. Trounson and Mr. L. J. Bullen who is happily still with us.

Stephen's talents will not be lost to heritage matters. He will now be devoting more of his time to his other interest, the Helston Railway Preservation Company, where he is Director of Locomotives and Rolling Stock.

Pier of the year – Weston-super-Mare on a roll

Hard on the heels of the Outstanding Achievement Award presented last November, the Grand Pier at Weston-super-Mare has been chosen as the National Piers Society's Pier Of The Year 2011. It comfortably beat off Eastbourne, Southend and Swanage, all of whom tied for second place. A further 19 piers received at least one vote in the Society's annual poll of its 650 members.

The award crowns a momentous year for the Grade II

listed Grand Pier, which reopened last October with a brand new £50 million pavilion replacing the building that burned down two years previously. In addition the Grand becomes the first ever pier to win the National Piers Society's award twice, having been chosen by members for this honour back in 2001.

The Grand Pier opened in June 1904 – nearly 40 years after neighbouring Birnbeck - to a length of 1080 ft. (instead of the 6,600 ft first envisaged). Construction cost £120,000, a considerable sum in those days, and included a 2,000 seat pier head pavilion, staging performances of opera, ballet and Shakespeare plays, as well as music hall and boxing. An extension doubling the pier's length was added in 1906 to receive boats but this was unsuccessful owing to dangerous tidal conditions, and was demolished ten years later. In 1930 the pavilion was destroyed by fire and its replacement, which opened in 1932, was given over to amusements rather than performances. For over sixty years from 1946 the pier was owned by the Brenner family, who carried out many improvements. They sold it to Kerry and Michelle Michael in February 2008 but just five months later a devastating fire took place, necessitating complete closure for just over two years. The replacement pavilion is altogether on a grander scale and incorporates many breathtaking rides as well as facilities for conferences and presentations. *Party On The Pier*, a nationwide celebration around Britain's coastline, was launched there on 12 March with Tourism Minister and local MP John Penrose and National Piers Society patron, actor Timothy West.

Commenting on the news NPS President Gavin Henderson said: *"The phoenix riding proud above the Weston waves is an inspiration for many other piers; Grand indeed, and richly deserving of this award."*

Kerry Michael, owner of the Grand pier, said: *"We are delighted to receive this prestigious award on behalf of everyone who worked so hard helping us to rebuild this magnificent structure, which we hope will be enjoyed by future generations for many years to come."*

'Making it' - Textile technology in Medieval Europe

This study day explored the textiles of the Middle Ages in North Western Europe by examining the way in which they were made, and demonstrating the practical skills needed and technology in use between the fifth and the fifteenth centuries.

Arranged by the Medieval Dress and Textile Society, the study day on 5 March, took place in the Museum of London.

The tools and practical skills needed for the production of yarn and cloth were emphasised by the research papers and made evident by the practitioners, illustrating how the high level of craftsmanship needed in the making of medieval textiles would have affected their cost, usage and survival.

One of the main themes of the study day was the series of huge technological changes in textile technology during the period. In her opening overview Professor Gale Owen-Crocker outlined these changes explaining that the development of specialised guilds maintained high standards of craftsmanship in different areas of production. Between them Ruth Gilbert and Alan Raistrick outlined the technological changes in yarn spinning during the period. Alan, a retired engineer, explained the technical advances of spinning wheel components, which resulted in the enormous increase in yarn production in the period. The 'Great Wheel' demonstrated by Ann Markwick was an important step in this development.

Medieval weaving technology was outlined by three papers and demonstrated by Jo Wexler a tablet weaver and Glenys Crocker who has graduated from weaving tabby to four-shed twill on her impressive warp weighted loom. The historic significance of this remarkable achievement was outlined by a paper from Anna Norgaard. Dr. Nat Alcock described a project in Coventry to re create a weaver's house, loom and weaving tools from evidence in local wills and records from 1540, by which time the loom was horizontal and worked by pulleys and treadles, gathered by the Spon End Conservation Trust.



Brian Earl presents Stephen Thomas with the Trevithick Gold Medal

£2 Million Boost for Buildings at Risk

Voluntary groups who rescue historic buildings at risk are to get a major boost in the form of a new £2 million Challenge Fund put together with a donation of £1 million from the Andrew Lloyd Webber Foundation, matched by £1 million from English Heritage, administered by the Architectural Heritage Fund (AHF).

Dr Simon Thurley, Chief Executive of English Heritage, said: "This is a pioneering new venture for the heritage world between a public body with national expertise, a charity with a grass roots network and the charitable foundation of a major philanthropist. It will specifically support rescues of Grade I and II* listed buildings at risk, some of the country's most important historic treasures which are on our danger list – the Heritage at Risk register."

The £2 million *Challenge Fund* will be managed by the AHF, an independent charity, which will disburse it in grants of up to £200,000 each over the next five years to voluntary sector groups such as Building Preservation Trusts

(BPTs), Civic Societies, Development and Groundwork Trusts who take on historic building rescues.

Dr Thurley continued: "As well as providing a financial kick-start, the *Challenge Fund* will also help to spread skills and experience to more people at local level. We're asking grant recipients to bring in an experienced project manager to work alongside existing trustees and also to involve and tutor a less experienced group of volunteers who can then go on to undertake another rescue. The result should be more historic buildings at risk finding a new use and once more lending character and dignity to their neighbourhoods – indeed to the country as a whole."

Ian Lush, Chief Executive of the AHF, said: "Currently, of the 250 Building Preservation Trusts in existence, only about 100 are fully active. The rest are unable to find sufficient funds to take on a rescue or lack the expertise and confidence to tackle complex and demanding Grade I and II* buildings.

"Through the *Challenge Fund* we will be able to marry the terrific knowledge and skills of organisations such as the Prince's Regeneration Trust or the Heritage Trust of Lincolnshire with smaller

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



Perrott's Folly, Rotton Park, Edgbaston Birmingham

Photo: Birmingham Conservation Trust

Building Preservation Trusts who have passion and commitment but less confidence and who lack specialist skills in areas such as conservation, planning, fund-raising and project management. Grants will in some cases help to unlock funds which have been endowed for building restoration in specific areas of the country but which on their own just aren't enough. For most projects, these grants will be used as match funding for applications to the Heritage Lottery Fund, Big Lottery or other foundations or to provide development funding at a vital early stage. We will also welcome applications from other voluntary sector groups, perhaps those looking to tackle a project like this for the first time."

Andrew Lloyd Webber said: "I am delighted that my Foundation will be contributing to a solution for at least some of England's 1,600 Grade I and II* buildings at risk and am proud of the fact that the Challenge Fund will create a wealth of new talent in the process. Philanthropy is well-established in other cultural fields but England's very special heritage forms the

backdrop to all our lives and the people who put countless voluntary hours and untold effort into saving it from neglect and decay deserve the strongest possible support."

Historic buildings saved by Building Preservation Trusts over the last few years include:

Pakenham Water Mill, Bury St Edmunds, saved by the Suffolk Building Preservation Trust

Richmond Railway Station Building in North Yorkshire, saved by the Richmondshire Building Preservation Trust

Perrott's Folly, Edgbaston, Birmingham, saved by the Birmingham Conservation Trust

Building Preservation Trusts who are currently unable to complete a rescue and might benefit from a Challenge Fund grant include:

West Midlands Historic Buildings Trust who want to save Foster, Rastrick & Co Foundry, Stourbridge

Coker Rope & Sail Trust who want to save Dawe's Twine Works in West Coker, Somerset

Heritage Open Days

In May the Heritage Alliance announced that it will be in partnership with Civic Voice and the National Trust to take on responsibility for co-ordination of Heritage Open Days.

Heritage Open Days is England's largest grassroots heritage event, delivered by an army of volunteers across the country (except London, which has Open House London) annually on the second weekend in September. Following the demise of the Civic Trust in 2009, which used to co-ordinate the event, its future had been uncertain. English Heritage, which came to the rescue in 2009 and currently co-ordinates it at a national level, will continue to provide funding until March 2015 and will be responsible for Heritage Open Days in September 2011.

De Witt lime kilns restoration at Amberley

These kilns are thought to be the only known surviving example of lime kilns, built 1904-5, to a Belgium design. Originally 18 De Witt kilns were built in a single block. However, the design failed and by 1910 all but two were blocked up or changed to traditional English kilns. The kilns were in use until the 1960s but fell into disrepair when the site was abandoned in the late 1960s.

By the time the Museum took over the site and opened to the public in 1979, the kilns had been designated a Scheduled Ancient Monument and some emergency repair work was carried out.

In 2007 the Museum was awarded £391,000 from the Heritage Lottery Fund to restore and interpret

the De Witt kilns including stabilising the kiln block, reinstating the shedding to the west side of the kiln block and re-laying the railways in the area. The grant also allowed for fresh interpretation of the De Witt kilns within the context of the site and the local community. This consisted of a new exhibition 'Life and Lime at Amberley'. Additional funding of £18,000 from the Museum Friends, Horsham District Council and West Sussex County Council was also secured as was an in-kind volunteer labour contribution of £15,900.

In many ways, the project has restored the heart of the Amberley site, drawing all elements of the limeburning and quarrying operations into one unified thread.

The project was officially opened by HRH Prince Michael of Kent on 4 May 2011.



Amberley – De Witt lime kiln. The damaged SE corner before repair
Amberley Museum and Heritage Centre



Amberley Lime Kilns in operation about 1905 Amberley Museum and Heritage Centre

The Historic Bridge and Infrastructure Awards

The Historic Bridge and Infrastructure Awards (HBIA) were set up in 1998 by the County Surveyors Society, English Heritage and the Institution of Civil Engineers to 'recognise and encourage excellence and innovation in conservation'.

The Awards are currently sponsored by British Waterways, the Association of Directors for Engineering, Planning and Transportation (ADEPT), English Heritage, and Network Rail, with support from New Civil Engineer. Three awards were announced in April.

The 24 arches of the medieval Long Bridge at Bideford were widened in 1925 with cantilevered footways which were now suffering from chloride damage. A cathodic protection system was installed to resist further attack.

At Scarborough the 27m high cast iron Spa Footbridge, built in 1826 and widened with timber cantilevers in 1880 was fully repaired using traditional techniques and the deck timbers replaced.

The third award went to the Stanley Dock Bascule Bridge in Liverpool built in 1932 which needed extensive refurbishing, replacing steel components and repairing the engine room.

The judges also commended work on the Wilford Suspension Bridge in Nottingham and reconstruction of part of the Vale Royal Locks at Northwich. British Waterways received a Special Mention for the successful

completion of an extensive and varied programme which has demonstrated an exceptional commitment to maintaining and enhancing engineering heritage.

Broadgate Listing

In June English Heritage recommended that the early phases of Broadgate Square in the City of London should be listed grade II*. At least one good Ove Arup building has already gone. Consternation has been expressed in the City that this gives an unfortunate message implying that the area is no longer 'open for business'. It seems only recently that Broad Street railway station, previously on the site of Broadgate, was demolished. The station closed in 1986.

Robert Carr

Buffalo's historic grain elevator demolished

The opening of the Erie Canal from Buffalo on Lake Erie to Albany on the Hudson River gave a giant impetus to the grain traffic from the Midwest to the east coast and Buffalo developed into the world's largest grain port from the 1850s until the first half of the 20th century. It once had the largest capacity for the storage of grain in the USA and over thirty concrete grain elevators were located along the inner and outer harbours.

Immediately after a judge's order was delivered demolition started on the Wheeler Elevator and GLF Feed Mill, despite apparent outstanding fees for permits to demolish them.

Built in stages from 1909 to 1961, at its peak the grain elevator



Scarborough Spa Footbridge 1826, widened 1880

Photo: Keir Grevil 2005

complex once employed more than 330 mill workers and dozens of wheat scoopers, and was the site of the Scoopers Strike of 1953, a key example of national tension between farmers and urban labour. The Cooperative Grange League Federation bought the property in 1929. (The federation vacated the site in the 1970s.) Among the buildings in the demolition plans are the original 1909 Wheeler Elevator with its unique monitor roof, and the gable-roofed marine tower, both of which influenced architects such as Walter Gropius, Frank Lloyd Wright, and Erich Mendelsohn.

"These grain elevators are central to our identity, it's a landscape you're not going to see anywhere else," says Tim Tielman, executive director of The Campaign for Greater Buffalo History, Architecture & Culture, and a member of Buffalo's preservation board. "You're going to see maybe a big elevator sitting out on the prairie, you're not going to see a

dozen of them lining this narrow waterway, it's a really compelling cultural landscape." The non-profit campaign was in the process of securing landmark status for three grain elevators and various outbuildings when the commissioner's demolition order came through.

The Agriculture and Food Production Section of TICCIH has chosen these icons of modern architecture, celebrated by Gropius and Le Corbusier, as the focus for its third international conference in France this autumn. It will be in Nogent, centre of a traditional wheat processing area in which Europe's largest malt-house was built last year. The conference's four themes are preserving and storing food; construction technology and economic strategies; aesthetics, styles and images; and industrial hazard, perceptions and heritage. - see diary

Lively Westminster Hall debate on future of heritage assets

On 7 June a Westminster Hall debate took place on the future of heritage assets, called by Stella Creasy MP (Labour, Walthamstow) to quiz Heritage Minister John Penrose on his plans to tackle heritage at risk and make it easier for communities to "live our heritage, not just to look at it."

Whilst focusing on assets within her constituency, such as the EMD Cinema and the Walthamstow Dog Track, Ms Creasy raised concerns about wider issues of heritage policy with regard to the effectiveness of

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Buffalo, New York State – The Wheeler Elevator 1909



Buffalo, New York State – The Wheeler Elevator 2010

powers to save heritage assets from neglect: "I have become concerned that current heritage regulations are unclear in their intentions or effectiveness. In particular I am concerned that where landlords fail to get permission to change the use of a listed building and allow it to fall into disrepair it is extremely difficult to act to protect these sites." Mr Penrose agreed there was a need to look at achieving the "right mix of carrots and sticks" to develop more nuanced escalation powers to encourage intervention, and confirmed that the Department for Culture, Media and Sport (DCMS) was already looking at why some Local Authorities aren't using intervention powers such as compulsory purchase orders or urgent works notices.

Detailing numerous examples of heritage-led regeneration of communities Ms Creasy highlighted how easily heritage buildings can be "anchors around which our future is shaped" if given the right mechanisms for intervention. Her Labour colleagues Gloria De Piero MP (Shadow Heritage Minister, Ashfield) and Tristram Hunt MP

(Stoke on Trent Central) also called on the Government to see heritage assets as catalysts for economic regeneration, whilst highlighting the disproportionate cuts the sector has suffered.

42nd South Wales and West of England IA Conference

This year's conference was held on Saturday 2 April and hosted by Oxford House Industrial History Society. The venue was the impressively appointed Llanhilleth Miners' Institute, situated in the Ebbw valley between Crumlin and Abertillery. The occasion was well-attended by 130 delegates who were treated to six presentations, a hot lunch and, following the conference, a choice of guided walks to local sites.

Councillor Hedley McCarthy opened the conference with a short history of the venue and its recent refurbishment as a continuing entertainment centre for the present community in the former coal mining settlement of Llanhilleth. The

first presentation by David Maddox commemorated the centenary of the 1910-11 Tonypany Riots and coal strike. David has recently published a lavishly illustrated book on the subject, the text of which draws on many first hand interviews he conducted over the years when he was a school master in the Rhondda valley. The riots centred on the colliery power house at Llwnypia and after years of dereliction there are now serious plans to re-use this iconic building for community purposes. Inevitably, the presentation raised the ever-emotive subject of Winston Churchill's role in sending troops to restore order during the riots.

Mike Jones's talk took us back to the nineteenth century as he explored the connections between the proprietors of the Ebbw Vale ironworks and Risca collieries and the operation of the Brendon Hills iron mines in Somerset. Mike too has recently published a book - his lifetime work on the history and archaeology of the Brendon Hills mines and the West Somerset Mineral Railway. Iron ore from the mines would have passed close to the conference venue on its way to Ebbw Vale.

The morning session closed with Malcolm Johnson who took us



Nantyglo Roundhouse

Photo: Peter Stanier

back further in time to the beginning of the nineteenth century and Crawshay Bailey's round houses at Nantyglo. Apart from Bailey's perceived need to fortify his property, the farm is notable for the widespread use of structural cast iron.

After lunch Richard Clammer gave an entertaining illustrated history of Cosens & Co of Weymouth. The company is well-known for operating pleasure steamers on the

Dorset and Hampshire coast but it was also able to provide general foundry services to the town.

Stephen Rowson followed with a paper on the Crumlin Viaduct that until 1963 spanned the valley just south of the conference venue. Stephen's theme was the family connection between the viaduct builders and the London Stereoscopic Company who published stereoscopic images of the viaduct under construction in

1856. Such marketing brought other commercial photographers to publish images and for the bridge to become a 'must visit' location on the mid-Victorian's grand tour.

The final presentation, by Richard Lewis of the Glamorgan-Gwent Archaeological Trust, described the cooperative work GGAT has undertaken with Miller Argent at the Ffos-y-Fran opencast site, Merthyr Tydfil. This surface archaeology has recorded many ironstone and coal pits operated by the Dowlais Iron Company, a brickworks at Penyarden, workers housing and the elaborate Dowlais free drainage system.

By the time the conference ended, the morning rain had cleared to give a dry and sunny evening for the guided walks. Most popular was a visit to Roundhouse Farm at Nantyglo, followed by a tour of Crumlin that included the listed buildings of Navigation Colliery and the abutments of Crumlin Viaduct. Other visits were to the Abertillery Museum and Oxford House's own Industrial Museum at Risca.

Stephen Rowson

NOTICES

New Awards for Angels

English Heritage has launched the Heritage Angels Awards, designed to recognise and celebrate the efforts of local individuals or groups who have rescued or are currently rescuing heritage at risk in their local area. Supported by Andrew Lloyd Webber, 'the Angels' was unveiled as the leader of the weekend section in *The Daily Telegraph* - the media partner for the awards.

There will be four annual awards for the best rescues or repairs of historic buildings or sites on the Heritage At Risk Register - the best rescue or repair of a historic place of worship, the best rescue of a historic industrial building or site, the best craftsmanship employed on a heritage rescue, and the best rescue of any other entry on the register. The closing date for entries is 12 August. For further information on

the application process, email Angels@english-heritage.org.uk

The panel of judges, to be chaired by Andrew Lloyd Webber, will include Melvyn Bragg, Charles Moore of the Daily Telegraph and Simon Thurley, Chief Executive of English Heritage. From a short-list of 16 entries from around the country they will choose four winners, one for each category. The Angels will be presented in the autumn at a reception hosted by Andrew Lloyd Webber at the Palace Theatre in London's West End, - all short-listed candidates will be invited. The Daily Telegraph will showcase the shortlisted entrants and winners on their English Heritage Angels Awards page.

Meanwhile don't forget the Heroes

The launch of The Angels shines a welcome and well-deserved

spotlight on the army of people across the country giving up their time in support of our heritage. The Heritage Alliance's own award scheme, Heritage Alliance Heroes, also celebrates the outstanding contribution to society made by heritage volunteers, from Alliance member organisations and their members. The Heritage Alliance Heroes 2011 will be presented at the Alliance's Heritage Day event in December, by our Chairman Loyd Grossman OBE. Entries are now open and the closing date is 15 September. Information from www.heritagelink.org.uk/tag/heritage-heroes. Good luck!

Brunel Prize 2013

The Bristol Industrial Archaeology Society is calling for entries for the biennial BIAS Brunel Prize. Reports of original research into, or recording of, IA sites in the Bristol

region are eligible. They should be about 5000 words together with illustrations and must be submitted by 31 August 2012. Full details can be had from Mike Chapman, 51 Newton Road, Bath, BA2 1RW.

Our Northern Mills

The future of northern textile mills was the subject of a meeting at Saltaire. A small group met to launch a project aimed at raising the profile of the textile mills in the north of England. Discussions are underway with English Heritage with the hope of organising an event during the Industrial Heritage at Risk Year which begins in October. For further details and the opportunity to be involved contact Nigel Grizzard, Leeds, ngrizzard@aol.com, telephone 07798 855 494 or Tom Clinton, tommyclinton@aol.com.

East Midlands

David Lyne reports from Leicestershire

LIHS are continuing with their "Dig" at the Swannington site of the Victorian Califat Mine, now in its third year (or is it fourth), and we have now unearthed (or unrubbled?) foundations of the engine house, boiler house, chimney base as well as drainage and ventilation tunnels but interpretation of the use of the building, (pumping, winding, ventilation etc,) is still somewhat of a mystery. We are opening the site up as part of the National Archaeology Festival.

In the City the battle to save the c1790 Donisthorpe Mill from dereliction continues. The developers have pulled out of a re-build project, the lead thieves moved in and the City Council are now in protracted negotiations with the "owners", an Irish Bank, to make the Grade II building weather proof. An application to English Heritage to upgrade to II* has been with them for over a year with no sign of any decision!

Other Leicester City Buildings notably the first footwear cooperative, Equity Shoes, factory in Western road has been tastefully converted into student accommodation, and the CWS factory at Knighton, which when completed was the worlds largest footwear factory producing 50,000 pairs of boots & shoes per week is being converted into mixed accommodation whilst retaining the majority of the external Victorian features. With assistance from the local unit of the national rescue

team, LIHS explored tunnels under the building which were part of the hypocaust system for supplying hot air through the building originally driven by a beam engine and fan over a grid of heated tubes.

Similar treatment is proposed for the 58 acre site of the former Towers Hospital in Humberstone where work on Phase 1 to convert part of the building into flats and apartments is nearly complete and similar schemes for the remaining buildings which allow for the retention of the original Victorian façade are envisaged.

Peter Perkins reports from Northamptonshire

Northampton Borough Council is undertaking a consultation about the creation of a Conservation Area covering Northampton's historic Boot & Shoe Quarter. Situated to the north of the town centre, the area consists of a Victorian streetscape of shoe, leather and other factories intermixed with terraced housing. Many of the redundant shoe factories have already been converted into apartments with varying results for the appearance of the buildings but there are still a few retained for their original use. Trickers Footwear in St Michael's Road for example is still producing footwear and was the shoe factory which featured in the 2005 film 'Kinky Boots'. Others such as the nearby former GT Hawkins shoe factory have been derelict for a number of years.

Opened in 1857 on the Midland Railway's Leicester to Hitchin extension, Glendon & Rushton station closed to passengers in 1960

and although someone lived in the station house until relatively recently, the building with its attached ticket office and waiting room has been deteriorating ever since. It is listed Grade II and constructed of limestone with semi-circular headed windows lined in polychrome brick. A local group has formed the 'Friends of Glendon & Rushton Station' with the aim of preserving the station buildings and converting them to a museum. The group has achieved charitable status and is holding regular open days, whilst undertaking essential maintenance work.

One of the longest nineteenth century 3-storey shoe factory buildings in Northamptonshire constructed in a single phase is under threat of demolition. The 18-bay building, some 40 metres long, is in Desborough and dates from the 1870s. It has been derelict for a number of years, last being used by

shoe components firm RS Lawrence. Now a supermarket want to build on the site and since the site is owned by Kettering Borough Council and their stated aim is to demolish the factory, opposition to the demolition seems doomed to fail.

News from Grimsby

Grimsby Ice Factory was built in 1901 and, at that time, it was the largest and most technically advanced factory of its kind, providing ice for the trawlers which made Grimsby the most important fishing port in the world. It closed 20 years ago. Today the disused building (listed Grade II*), which still contains the manufacturing plant, is in a parlous state. The Victorian Society recently listed it amongst their top ten buildings at risk and a trust, the Great Grimsby Ice Factory Trust (the Great GIFT, <http://grimsbyice.co.uk/>), has been



Donisthorpe Friars Mill – Leicester

Photo: David Lyne



The Swannington dig continues

Photo: David Lyne



CWS footwear factory – Leicester

Photo: David Lyne

set up under the initiative of the local Civic Society to campaign for its restoration and re-use. Several well-attended public meetings have been held.

There are many difficulties, not the least being its location in the middle of a busy working port, but an Engineering Report and Conservation Statement commissioned by North East Lincolnshire Council are both more positive than might have been expected. The Conservation Statement, after noting the international importance of the building and its machinery, concluded that it had good potential for new uses, and recommended that an Options Appraisal be undertaken as a next step. In the mean time, representatives of the Prince's Regeneration Trust have visited the site and a visit from the Architectural Heritage Fund is planned. Only time will tell whether there is a glimmer of hope for this important building.

David Lyne

South-East England

The London Bus Museum, founded in 1966, was established in 1972 in a building at Cobham which was formerly a WWII out-station of the Vickers works at Brooklands. The

collection consists of some 35 buses, mostly from London Transport with some service vehicles and a few privately-owned buses. There is also a collection of London Transport items such as bus-stop signs and memorabilia. The museum is in process of moving to a purpose-built building, entitled Cobham Hall, at the Brooklands Museum. The exhibits have all been moved from the old site and the new building is scheduled to open on 1st August 2011. In addition to exhibition space it will also contain workshop facilities for the continued restoration and servicing of the vehicles. No additional entrance fees beyond those payable for entrance to the Brooklands Museum will be required. Further information about the museum may be found on the web-site of the London Bus Preservation Trust at www.lbpt.org.

Reigate Heath Windmill is the only one in the country which is also a church. Services are held during the summer. Reigate and Banstead Borough Council carried out restoration work in the summer of 2010, including fitting a new tailpost, various repairs and retarring of the exterior.

The Wey and Arun Canal Trust

has received from the Waterways Trust its Community Award for 2011 in respect of the completion of the Loxwood Canal Crossing project. The canal was prevented from providing clear passage under the construction of a low bridge, and the project involved cutting the canal lower and building new locks to take it down and up to the old levels, as well as the replacement of the bridge. Funding for the project was raised from donors entirely by the Trust. The Devil's Hole Lock at the northern end has also now been restored. Work is proceeding at the northern end of the canal with the eventual objective of opening it southwards. This will involve cutting a new channel over much of the route past the village of Bramley. The National Trust has granted a 99-year lease of Gun's Mouth Island, at the junction between the canal and the River Wey (Godalming Navigation), to facilitate the clearing of vegetation and the creation of a new channel. Work on other sections of the canal continues with the assistance of enthusiastic volunteers.

Shoreham Airport, the oldest licensed airfield in the UK,

celebrated its 100th anniversary in 2010. After numerous changes in the types and duties of the aircraft using it, it is now a general aviation airfield for private and business flying. The terminal building, constructed in 1934 in art deco style, is Grade II* listed.

An example of how it is possible to change the mind of the authorities on conservation matters is the refurbishment of the swing bridge at Southease over the River Ouse - a relatively modest structure, which the Environment Agency assessed as needing replacement. Members of the Sussex IAS inspected it and disagreeing, persuaded English Heritage to list the structure, who gave it Grade II status. The Environment Agency were therefore obliged to proceed with restoration and the bridge was reopened in November 2010. It is not at present capable of swinging, but replacement of the great spur wheel means that it could be made fully functional in the future, should funds become available.

An aspect of railway closure that may seem bizarre is the running of occasional trains, perhaps once a week, over lines that are no longer used for services, so as to avoid the

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REGIONAL NEWS

expense of operating the legal closing procedures and, possibly, public obloquy. Such a 'ghost train' apparently runs from Newhaven Marine, a station which is officially closed because the platform canopy is said to be unsafe - although cars park under it.

The Sussex IAS has for many years been concerned with refurbishment, operation and display of the waterwheel-operated beam pump at Coultershaw. It is now intended to install a water turbine, using an Archimedean screw, in the old wheel-pit of the adjacent former corn mill, to generate electricity. This is being partly funded by the landowners, the Leconfield Estates, which will receive the income from the sale of the electricity to the grid, estimated at £15,600 p.a.. Other funding has come from the Coultershaw Trust and the South Downs Joint Committee. The site is expected to be operational in September 2011.

In November 2010 the Calshot Spit Light Vessel was moved from

Ocean Village in Southampton to a temporary home in Southampton's Eastern Docks. It will form an exhibit in the museum *Aeronautica*, based at the Trafalgar Dry Dock, for ships and aircraft, which will replace the *Solent Sky museum*. It is expected to open in 2015. The *Aeronautica* project was launched by the Southampton Heritage Foundation on 14th June 2010.

A workshop building has been erected near the Trafalgar Dock to house the three trams which have been stored by Southampton council for a number of years. The building is shared with the Dunkirk Little Ships Restoration Trust, and the hull of the former RN pinnace *Dorian* was moved in on 6th May 2011.

Progress is being made in applying for HLF funding for the restoration of the *SS Nomadic*, which was the tender stationed at Cherbourg for the use of passengers to and from that port travelling on the White Star liners, including *Titanic*. It is proposed also to restore

the Hamilton Dry Dock at Belfast, where *Titanic* was fitted out, in time to mark the centenary of the sinking in 2012.

The New Forest National Park Authority and Wessex Archaeology have carried out a 'dig' at the former Pennington salt works near Lymington, in advance of a planning application to convert the remaining Grade II buildings into office and storage space. Remains of the sea-salt boiling houses have been found.

The 2011 excursion programme of the *SS Shieldhall* has had to be cancelled because of the discovery of serious corrosion in the hull under the engines, and a six-figure sum has to be found for repairs. It is intended that she will eventually be part of the plans for the *Aeronautica* museum.

A new hull is being constructed at Bristol for the paddle steamer *Medway Queen*, which will be moved to a new base, with workshops and a visitor centre, at Gillingham. Refitting of the hull will

be carried out by apprentices from Mid Kent College with four full-time instructors. Numerous missing items are being sought.

Gravesend canal basin, including two locks and a swing-bridge, on the Thames and Medway Canal has been listed Grade II. The Thames and Medway Canal Association has long-term plans to reopen a 700 yard stretch of canal from the basin, to make more than 3 miles of navigation accessible from the Thames.

Alan Thomas

**VISIT THE
AIA
WEBSITE**

www.industrial-archaeology.org

PUBLICATIONS

Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

Brewery History, 140, Spring 2011

Brewery History Society Newsletter, 51, Christmas 2010; 53, Spring 2011

Bristol Industrial Archaeological Society Journal, 43, 2010

Cumbria Industrial History Society Bulletin, 79, April 2011

Dorset Industrial Archaeology Society, Newsletter 30, May 2011

Hampshire Industrial Archaeology Society, Focus No 76, June 2011

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

Greater London Industrial Archaeology Society Newsletter, 253, April 2011; 254, June 2011

Merseyside Industrial Heritage Society Newsletter, 308, May 2011

Midland Wind and Watermills Group Newsletter, 99, April 2011

Northamptonshire Industrial Archaeology Group Newsletter, 118, Spring 2011

North East Derbyshire Industrial Archaeology Society, Newsletter 42, May 2011

Piers: the Journal of the National Piers Society, 99, Spring 2011

Scottish Industrial Heritage Society Bulletin, 59, June 2011

Somerset Industrial Archaeological Society Bulletin, 116, April 2011

Suffolk Industrial Archaeology Society Newsletter, 113, May 2011

Surrey Industrial History Group Newsletter, 181, May 2011

The Midland Wind and Water Mills Group, Wind and Water Mills No 30, 2011

Yorkshire Archaeological Society Industrial History Section Newsletter, 82, Late Spring 2011

Books

The Leicester & Swannington Railway

The Leicestershire Industrial History Society has just published its most ambitious research project, on the Leicester & Swannington Railway, as chronicled by Clinker and now updated and edited by LIHS member Keith Drury.

Because of the size of the work, over 640 pages, and in order to make it available at reasonable cost this has been produced on a CD as an E-publication and is a "must have" for anyone with a computer and interest in one of the world's first steam hauled railways. It is extensively illustrated.

Even local Leicestershire inhabitants are generally unaware of the existence, since 1832, of this piece of international industrial history on their doorstep which includes a tunnel over a mile long running across the city boundary.

Copies are available at £12 inc P&P from the secretary, David Lyne, 10 Somerville Road, Leicester, LE3 2ET.

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**26 AUGUST – 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.aspx=46100X2270>
Further information
rustbuckets2011@maritima.se.

**8-11 SEPTEMBER 2011
TEXTILE TOWNS**

A City Safari to look at Halifax and Huddersfield encompassing Carpets and Wool respectively. Information at www.heritageofindustry.co.uk

**10-11 SEPTEMBER 2011
DRAGLINE OPEN DAY**

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

**13-16 OCTOBER 2011
THE LAST GREEN VALLEY**

The (American) Society for Industrial Archaeology Fall Tour 2011 Quinebaug-Shetucket Valley/

Connecticut/Massachusetts
Further information
www.sia-web.org

**15 OCTOBER 2011
EMIAIC 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-iag.org.uk

**20-22 OCTOBER 2011
TICCIH AGRICULTURE AND
FOOD SECTION**

Technology, construction, aesthetics, conservation.
Nogent-sur-Seine.
Picot.francoise@yahoo.com

**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

**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.

**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 wahns@wiltshireheritage.org.uk or the Bookings Secretary, Wiltshire Heritage Museum, 41 Long Street, Devizes, SN10 1NS

**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

**22 - 28 APRIL 2012
MALTA THE (AMERICAN)
SOCIETY FOR INDUSTRIAL
ARCHAEOLOGY 2012 STUDY
TOUR**

Looking at how the island has experienced the high technology that comes with being a military base and meeting place of many cultures.
Full details: www.sia-web.org

**28 APRIL 2012
SERIAC 2012**

St Bartholomew's School, Newbury hosted by Berkshire Industrial Archaeology Group.
www.biag.org.uk

**7 - 12 JUNE 2012
FIFTH INTERNATIONAL
EARLY RAILWAYS
CONFERENCE**

at Caernarfon. Advance notice only. For further information see www.erc5.org.uk

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



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

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

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



Waiting to descend the shaft into the old copper workings at Falun on the AIA Spring Tour to Sweden

Photo: Bill Barksfield