

INDUSTRIAL ARCHAEOLOGY NEWS

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THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

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INDUSTRIAL ARCHAEOLOGY NEWS 163 Winter 2012

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The AIA goes to Essex 2012 Conference at Writtle, Chelmsford

Our 2012 Conference was based at the Writtle College, a partner of the University of Essex - a beautiful venue, mostly devoted to horticulture. The halls of residence were surrounded by small and lovely garden areas, many complete with fountains, all with flower beds, which made most attractive areas to sit and read the papers in the sunshine - we were blessed with almost total sun - how lucky was that in 2012? The whole organisation went like clockwork and there was much good fellowship. Epitomising the atmosphere was the surprise event laid on by the College technicians, Tracy and Andy, who invited us all to wine and snacks on our last evening. They declared we were the nicest group they had ever had at the College!

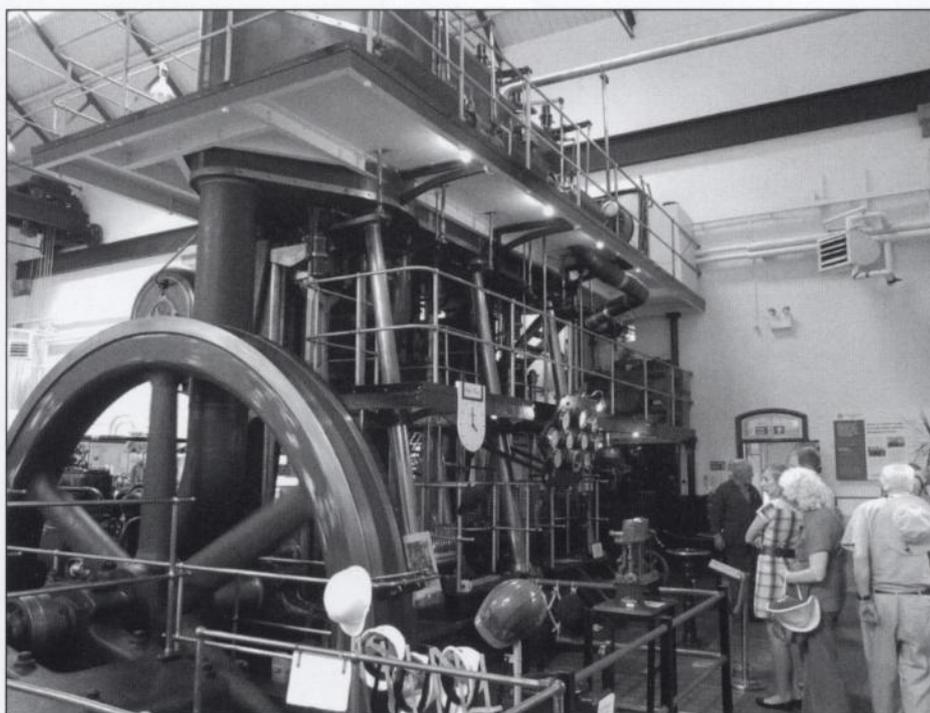
Roger Ford and others

In the evening, after our first supper, President Professor Marilyn Palmer welcomed everyone, before Tony Crosby spoke on the industrial archaeology of Essex. Always principally an agricultural county, farming spawned many of the other industries of the county including engineering, malting & brewing and textiles, while twentieth century industries were mainly electronics based. Tony was followed by Tony and Shane Gould explaining the County Council's systematic recording of industrial buildings and their Historic Environment Record.

Saturday dawned bright and sunny, perfect for exploring the idyllic village of Writtle with the aid of notes from the conference pack. Lectures began with a talk on the maritime trades of the county by Dr Roger Becket. Huge quantities of coal were shipped down from the North-East to supply the maltings and the iron foundries turning out farm machinery. Owing to all the inlets and navigations, water transport was dominant until mid-nineteenth century, but doomed to collapse with the opening of the midland coalfields and the construction of the railways. The main coastal import then became wheat for milling and the county receded into a

backwater, apart from the deep water port of Harwich with its ferries.

Next up, Dr Geoffrey Bowles talked on 'Marconi and the development of the radio industry' - a topic of great local interest as the great man's early experiments in sending signals were done from a hut in the village. Chelmsford thus became the centre of electromagnetic science, the first Marconi factory opening in December 1898. By 1910 the manufacture of ships' radios necessitated a larger factory, whilst fame came with the Titanic disaster - Titanic was equipped to send SOS messages which alerted nearby ships to pick up the survivors and the publicity made Marconi's fortune. Third speaker of the morning, George Courtauld, Deputy Lieutenant of Essex and a director of Classic FM, treated us to a very witty discourse on the famous textile firm, from its genesis in Essex in 1798 (the founder had emigrated from an unsuccessful enterprise in USA). Expansion came with the demise of Prince Albert and the craze for black crepe mourning dress. With the development of artificial fibres such as rayon, the headquarters moved to Coventry where production ceased in 1998.



Triple expansion engine by the Lilleshall Company at the Langford Museum of Power

Photo: Chris Barney

COVER PICTURE

Steady as she goes. The AIA on the Thames sailing barge *Kitty* Maldon Essex

Photo: Michael Messenger

The next man in, Stephen Arthurs gave a very enthusiastic account of the building of the Olympic Park and Games venues – he even had a good word for Anish Kapoor's helter skelter. The athletes' village occupies the site of the GER locomotive works and the carriage sidings for Liverpool Street. He showed fascinating pictures of the construction, including a 1,600 tonne crane – utterly mind boggling.

The afternoon's session took the form of 20 minute member's contributions, ranging from recording oral history (John McGuinness and Mike Nevell); IA in Auckland, New Zealand (Henry Gunston in an All Black shirt); industrial heritage in the East Peak (Tegwen Roberts); drainage mills in East Anglia (Peter Filby) to Gippsland timber viaducts and galvanised buildings imported from the UK (John McGuinness again). Our chairman, Mark Sissons, gave an illustrated update on the progress of the Association's restoration grants; this was followed by short pieces given by this year's award winners. Fiona Fyfe talked on her paper 'From Factory to Flowers: An investigation into the transfer of industrial heating technology to country house gardens', while Keith Drury challenged us all to bite the bullet and 'digitise' as he had the Leicestershire Industrial Society bulletins.

So to the annual dinner – food throughout, including that provided by the various hostels which was outstandingly good, thanks to diligent research by David Alderton. After this repast we were treated to several short films from the East Anglian Film Archive. These included trawlers working from Yarmouth harbour in 1896; Rapier mills, 1921; Chiver's jam, 1931 and the Greene King brewery.

Sunny again on Sunday (it was such a novelty) the AGM took the usual format, followed by Bill Barksfield introducing next year's overseas visits, principally to the Ruhr in the spring.



Aythorpe Roding Mill fantail

Photo: Chris Barney

Miles Oglethorpe gave us a brief rundown of 2013's Dundee conference programme – it will have been ten years since we were last north of the border.

The morning concluded with the Rolt Memorial lecture by Shane Gould on 'Industrial Heritage at Risk – the English Heritage 2011 project'.

The two Sunday afternoon's trips essentially visited the same mid Essex area but took in different aspects. Both parties went to the Langford Museum of Steam which originally pumped drinking water to Southend. Here a vertical triple expansion engine is preserved and

steamed from a modern oil fired boiler. It was the Lilleshall Iron Company swan song. At the same time a collection of small steam driven devices were brought to life. An enjoyable stroll allowed viewing of the first lock on the Chelmer and Blackwater navigation en route to Beeleigh Mill. The remains comprise a water mill of 1797, burnt down in 1875, alongside an 1845 steam mill. Miraculously, this contains a restorable 1837 Wolf compound beam engine and a French built, so-called 'elephant' egg ended boiler. The other venues were either the Marconi Museum with Marconi's hut transported from Writtle and reconstructions of complete ship's radio cabins from the very first to the very latest – or, Heybridge sea lock on the aforementioned navigation. This is still functional, with the lock keepers' and other clapboard cottages, taverns and a marina.

Bob Malster gave the evening lecture on the industries of the River Stour. There were many mills including those owned by Constable's dad. We also saw slides of clay pits and brickworks around Sudbury and picturesque Lavenham. Trade on the river ceased in 1914. This talk was a preliminary to one of the Monday trips.

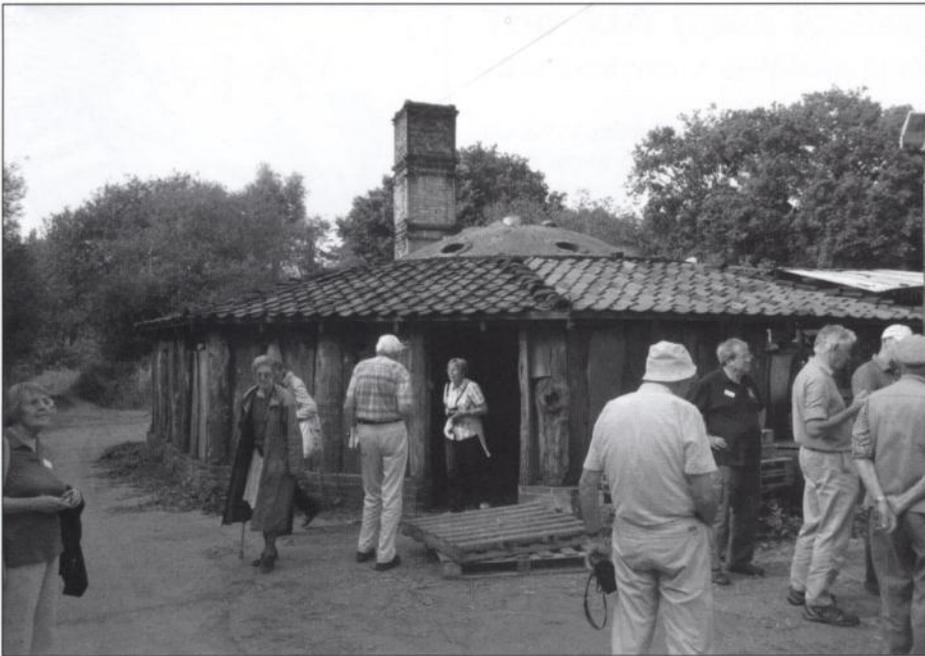
First stop was Flatford mill, a glorious place to be on such a lovely day. National Trust guides were on hand, armed with prints of Constable's paintings, to point out the exact spot where the pictures were painted and explain the finer details. After lunch at Monks Eleigh we took a self-guided tour around Lavenham, with its 340 listed buildings and a most impressive church. This was followed by a boat trip between Sudbury quay and Great Cornard lock.

The alternative outing started at Gurteens clothing factory at Haverhill known as Chantry mills. Christopher Gurteen showed us around; although they no longer manufacture they use the original factory as a warehouse. The Hick



Flatford Mill

Photo: Marilyn Palmer



The Kiln at Bulmers brickworks

Photo: Chris Barney

Hargreaves horizontal single cylinder engine 'Caroline' was turned by electricity for our delectation before we were shown the museum covering the firm's history since 1856. We also visited the nineteenth century Town Hall and Congregational Church, both paid for by the family. Further sites to be savoured included the picturesque Aythorpe Roding Mill, restored by Essex County Council and Kelvedon Hatch secret nuclear bunker. This is where the government would have holed up and can only be described as spooky, with its labelled seats for cabinet members. There would have been fuel to keep the generators and air filters going for three months.

The impressive new Chelmsford Museum was the venue for a wine reception and a generous welcome from the Mayor, an ex-Marconi employee.

The evening lecture, by Graham Robinson, illustrated the many mills restored by the county council. Graham is the only millwright to be employed by a county council and he appeared at all the mills we visited on the field trips, having introduced himself at Aythorpe Roding post mill earlier that day.

Tuesday's jollies gave a choice of either Brightlingsea and mid-Essex or North Essex. At the former venue we visited the boatyard of the Pioneer Sailing Trust, which specialises in restoring and rebuilding historic sailing vessels and teaching youngsters, especially disabled young people, to handle them. Some 900 sailed with them in 2011. There is currently an 1890 'gentleman's yacht' on the stocks while another of 1870 awaits attention. In the marina we took turns to board the restored oyster smack *Polly* of 1889. At Thorington we explored the tide mill with its working breastshot wheel (welcomed again by Graham Robinson) and thence to our lunch venue at the East Anglian Railway Museum at Chappel and Wakes Colne station. A short ride away, in East Colne, is a small museum located beneath the water tower at what was Hunt's

Atlas foundry of 1824. From 1869, expansion necessitated building workers' housing which is still in full occupation. The route back to college took us through Silver End – a self-sufficient model village of 1926-32 by the Crittall window company. Some of the modernist houses look a little tired but the overall concept of the company was still apparent.

Starting where we left off, the other party progressed from Silver End to Braintree Museum from there we walked down to the white painted timber sheds which seem to be the mark of the Essex silk industry. Warner and Sons, who specialised in the highest quality hand silk weaving, no longer manufacture but the Warner Silk Archive has samples of some 60,000 textiles

and 10,000 paper designs which they licence out for manufacture.

A short walking tour of Halstead, Courtauld's main site, preceded the afternoon tour of Bulmer's brickworks. Peter Minton, whose family have run Bulmer Brick and Tile Company for three generations, welcomed us before showing us around the works starting with the clay pits where, in a few days, they would be digging the 1000 tons of clay needed to last them through 2013. We watched one of the workers throwing clay into a mould with the intention of producing imperfect bricks and declaring it was more difficult than making their usual perfect product. They will make a brick of any size or shape required. We saw the kilns being stacked and fired and were told of the difficulty in getting consistent coal supplies. It was a fascinating tour and Peter enthralled us with his descriptions and stories. It is now the only brickworks employing traditional methods and kilns. We were fully prepared for Adrian Corder Birch's evening discourse entitled 'The Essex brick industry'.

Wednesday featured what many regarded as the highlight of the conference – by sea out to Osea Island on the restored Thames sailing barge *Kitty*. But first a wonderful sunny walk along Maldon's waterside full of quirky glimpses into bygone uses and with many 'belvederes' so that owners could overlook the shipping. At Hythe we first admired the steam tug *Brent*. She was built for the Admiralty during the Second World War using prefabrication techniques similar to those used on the US liberty ships. Now owned by a trust, *Brent* was the last working steam tug on the Thames. All aboard the *Kitty* we motored out then sailed back, receiving our only wetting of the week in a heavy shower.

After lunch we took in Stow Maries airfield – a rare survivor from World War One. Although abandoned in 1919, many of the original



Drying sheds at Bulmers Brickworks

Photo: Chris Barney

buildings are still standing and a volunteer group is restoring them. The afternoon concluded at the beautifully restored Stock Tower mill, again with the county's many-talented millwright.

Those preferring the delights of dry land had travelled to East Tilbury where we were made welcome by members of the Bata Resource and Reminiscence Centre who use part of the library as a museum and archive. In 1932 Tomas Bata started to build his shoe factory here, a clone of his base in Zlin, Czechoslovakia. Possibly the last of the company towns, he used modernist Czech architects to design the houses and public buildings as well as the factories. Everything was provided though the discipline was strict. This was successful and the community prospered until production ceased in 2005. Since then, despite its being a conservation area, the housing has deteriorated. However, some of the factory buildings are in use again and the current owners are working to restore them. As an icon of the twentieth century it was well worth a visit and we left only too aware of the problems they face.

In great contrast, Tilbury Fort was in immaculate condition. Begun by Henry VIII, it was constructed to defend London from attack up the Thames and has been regularly updated since then. It is the best British example of an artillery fort in the classical tradition and besides ravelins, redoubts and a redan it had magazines able to hold 19,000 barrels of gunpowder. Sadly, it badly lacked explanation as English Heritage do not approve of signs (usually a good sign).

For the last evening lecture Tony Crosby posed the question as to whether industrialists built workers' settlements because of necessity, paternalism, control or good business sense. This engendered a lively discussion and many members thought more open discussions would be a welcome feature at future conferences. The audience advised adding self-aggrandisement to this list (Sir Titus Salt etc). Tony Yoward had the last word, enquiring whether 10 and 11 Downing Street fitted into this pattern.

On Thursday, the final day, coaches departed to Harwich or Ipswich. The Harwich excursion went via Dovercourt to see the water tower and the lighthouses. There was a big welcome from the Harwich town crier, in full regalia, in front of the attractive church of St Nicholas with its cast iron columns and many monuments. A short distance away sits the Electric Cinema – the very first picture palace built after the 1911 Act required projection rooms to be physically separated from the audience and it can only be reached by climbing a ladder on the outside of the building. It closed in 1956 but has now been superbly refurbished and restored to its original use.

At Trinity House headquarters we had an explanation of how the service operates, with a visit to the control room which monitors all the lighthouses and buoys around England. Across the road we toured the yard where the huge navigation buoys are repaired for redeployment. Moored nearby is LV18, the last manned light vessel. We went on board to inspect the spartan accommodation – though some parts have been



Critical Housing at Silver End

Photo: Marilyn Palmer



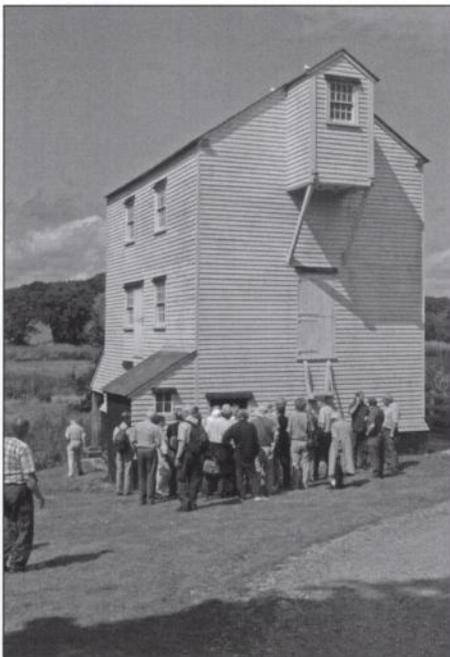
Better down below – aboard the Kitty

Photo: Michael Messenger



The only surviving double wheeled man crane – Harwich

Photo: Chris Barney



Thorington Tide Mill

Photo: John Jones

refurbished back to its final life as a pirate radio ship.

After lunch nearby we were admitted to a shed where lives the last fully functional wooden treadmill crane, constructed in 1667, still working on the dockside in 1921. Nearby we saw a small maritime museum in the Low Lighthouse, ending the day viewing the multi-storey maltings developed by Robert Free in Mistley.

Ipswich Transport Museum housed in a former trolley bus depot was the first port of call for the others. The contents include work by Cranes, valve makers, and the various branches of Ransomes Sims and Jeffreys including a drag line excavator. A conducted tour of the buses and other road vehicles followed; a horse tram and an electric tram were being restored. An AEC Regent was laid on for a tour of former industrial sites around the town and lunch was taken at the Brewery Tap, which pub is totally dwarfed by the former Tolly Cobold brewery (of fond memory) now a housing complex. Finally, to Wilkins' jam factory at Tiptree with its interesting museum and an assortment of old tractors and farm equipment outside, not to speak of the cream teas.

Thus concluded a most enjoyable conference – good field trips, good food and good company – there was a lot of fun to be had. Grateful thanks must go to our excellent guides -particularly the Aldertons (David's tour notes were excellent), Tony Crosby, John Jones and our knowledgeable president along with millwright Graham Robinson and locally enlisted men: Bob Malster, Dr Roger Becket and Graham Thorne. John McGuinness and Stephen Miles dealt with the bookings and administration with their usual efficiency. We look forward to assembling again next year in Dundee.

VISIT THE AIA WEBSITE

www.industrial-archaeology.org

Archaeological work on twentieth century industrial sites

Each year the Association holds a pre-conference seminar before its Annual Conference in order to create awareness of the archaeological and recording work in progress on industrial sites. Given the importance of Essex in industrial activity in the twentieth century, the theme chosen for this year's seminar was archaeological work on twentieth century sites in England, not just in south-east England.

Marilyn Palmer

The morning's papers explored the unique character of working in a period when other data sources (film, oral history, paper and photography) might seem to provide more information than archaeology can. Paul Belford of Nexus Heritage, in a typically challenging paper, 'Contemporary and Recent Archaeology in Practice', in fact questioned the point of doing archaeology from this century at all? He was partly answered by later speakers, notably by Oliver Jessop of the Jessop Consultancy in his discussion of the scale, complexity and fragility of twentieth century sites and by Ian Miller of Oxford Archaeology in his paper on the remains of a textile print works near Bury that was investigated by an amalgamation of contract archaeologists and local residents. Ian suggested that this partnership approach represents a direction for archaeological investigation that will almost certainly become increasingly important in the twenty-first century, with massive cuts in funding for professional archaeology. Michael Nevell of the Centre for Applied Archaeology in the University of Salford (CfAA) concluded the morning by demonstrating just how much can be learnt from the excavation of twentieth century workers' housing. He argued that archaeology provides a distinctive and unique view of urban domestic life in the first half of the twentieth century, allowing for discussion of issues such as social relations and work and residence, as well as the better known issue of consumption, whilst in the process demonstrating much continuity from the previous century.

The afternoon sessions dealt with several case studies of work on twentieth century sites. Anna Badcock of ArcHeritage summarised the building recording of an interwar municipal baths complex and a redundant early twentieth-century office and weighbridge house for the Corporation Sanitary Depot in Rochdale, built by the local authority as a single whole to a set of contemporary hygiene and welfare requirements. Emma Dwyer, formerly of Museum of London Archaeology (MOLA), who has worked extensively on the archaeology of the East London Overground Railway, argued that the Braithwaite viaduct's life as a railway structure was only one aspect of its biography; its non-industrial, social, life was another, and one that arguably had a greater impact on the lives of the people of Spitalfields and Shoreditch. The viaduct shaped the urban landscape and the lives of those who lived in that landscape, forming both a boundary and flashpoint between the various communities of the East End. She asked how archaeologists should go about recording and understanding the

unintended consequences that a building has for landscape, and how we engage with the ephemeral and intangible nature of this more social kind of archaeology? Edmund Carpenter from English Heritage, in his 'Grass banks between the storage tanks: twentieth century industry on the Hoo Peninsula, Kent', using some magnificent aerial images, showed just what the impact of twentieth century industries such as cement, chemical, explosives, oil refining and power could have on the areas of former marshland bordering the Thames estuary. Finally, Louise Davies from MOLA showed some of the results of the recent excavations associated with the redevelopment of London's terminus railway stations, notably those on the site of the former Somers Town Goods Yard, adjacent to St Pancras Station, which was in use from the 1880s until the 1950s for the importation and distribution of perishable foods. It was constructed on two levels: trains entered on the upper level, while the lower level had capacity for 600 railway wagons, as well as a banana store, potato market and milk and fish shed. Hydraulic power was used throughout the yard to power cranes and hoists capable of lifting 20 tons. Beneath these surfaces was a ceramic drain containing 19th century pottery and personal items, the only surviving remains of the 10,000 residents of Somers Town who were displaced by the construction of the goods yard.

Mike Nevell, in his blog for the CfAA in the University of Salford, said that all eight papers reminded him that archaeology is at its best when it focuses on the materiality of the past, deriving insights not possible using other disciplines. He felt that the industrial archaeology of twentieth century sites offered a number of unique challenges because of its scale, complexity and the need to focus on the archaeological, rather than what might be social or economic history. Some aspects of twentieth century archaeology are already seen as credible and popular amongst the wider public; military and cold war archaeology being the two best known examples. Others will no doubt follow – the energy and transport revolutions of the period being the next two twentieth century industries that have begun to receive serious study, at least in Britain. Yet, he suspected that whilst the twentieth century is within living memory and more importantly the range of sources for its study remains enormous, archaeology will struggle to find its unique perspective. The AIA hopes that the opportunity to air some of these problems at the Writtle College seminar and the probable subsequent publication of some of the papers will help in this effort.

Power Station to be preserved?

The continuing uncertainty about the future of one of the most famous cases for re-using an industrial building, Battersea Power Station on the banks of London's Thames River, was discussed at a recent public forum. The last owner, Treasury Holdings, went into administration at the end of 2011. Since its closure in the early 1980s, a succession of redevelopment schemes have failed to proceed.

Stuart Tappin, Stand Consulting Engineers

A number of recent articles in the general and technical press had asked whether it was finally time to demolish the power station to 'free up' the site for complete redevelopment. The Twentieth Century Society has long campaigned for its retention at the heart of an appropriate development and I helped them arrange a recent conference on 20 April 2012 at the Building Centre in London under the heading 'Heritage and Regeneration'.

Keith Garner, an architect and key member of Battersea Power Station Community Group, summarised the sorry story of the failure of the previous owners and their master plans. He said they had failed because they were overambitious and failed to really understand the power station and its surroundings.

An alternative approach is needed to open the power station to groups and organisations that will then generate an income and attract other users into the building.

My paper covered the condition of the structure based on previous meetings with the design team and visits to the site. The majority of structural problems are, as can be expected, due to water ingress through the brickwork which has led to corrosion of the steel frame. All these repairs can be dealt with by following good conservation-engineering practice. The four reinforced concrete chimneys were the subject of much discussion in 2005 when the original planning application for their demolition and replacement with new reinforced concrete was first proposed. My view then was that further study and investigations were needed to explore a repair option and that the case that there was no alternative other than to replace had not been sufficiently made. This is still my view.

The next presentation looked at the site in its overall context now that the whole of the south bank of the Thames is undergoing redevelopment. The new American Embassy, due for occupation in 2017 will have a major influence on the public perception of the area and its surroundings. Some funding from developers towards an extension to the Northern Line has already been secured. The £200 million contribution that is required from Battersea is part of the problem and Giles Dolphin, the former Head of Planning Decisions at the Greater London Authority, said the power station should be given

to a heritage body with the contribution to the tube extension covered by a government grant.

Two alternatives to the consented scheme were put forward. The first by SAVE Britain's Heritage, with the architect Allies and Morrison, would repair the listed building and use the un-roofed central boiler room as a venue for sports event or concerts. Other parts of the building could be let to smaller groups and this would quickly start to generate income and act as a catalyst for a long-term re-generation.

The second scheme, presented by Sir Terry Farrell was also based on a gradual growth rather than the 'big bang' approach. Farrell's scheme would undoubtedly be more controversial for conservation groups as it will involve the removal of significant parts of the elevations.

The discussion which followed reiterated concerns that successive owners had ramped up the value. The result is that the only way to make it financially viable is by cramming more onto the site. This is certainly the case with the Treasury Holdings proposal. Each scheme then fails as the economic boom and bust cycle goes around.

The winning bid for the site of £400 million from two Malaysian developers seems to be based on implementing the Treasury scheme and therefore almost certain to repeat previous failings. The community group continues to lobby for the incremental approach that has been successful at sites such as Dean Clough Mills in Halifax and the Zollverein complex in Germany.

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Newcomen at the Black Country Museum

Thomas Newcomen and his 1712 Dudley Castle Engine received wide acclaim during the tercentenary celebrations centred on the 25 year old full-scale replica at the Black Country Museum in July this year. After years of decline and manual operation the Engine was returned to a 'self-acting' condition by Geoff Wallis (AIA Member) and a team from the Museum as part of a £100,000 restoration, funded almost entirely by generous donors.

Some stages in the refurbishment were filmed for Channel 4 with celebrity presenter Guy Martin getting his hands dirty de-silting the mine-shaft, servicing valves, cleaning out the boiler, and repairing brickwork. Guy also apparently started the Engine for the first time after its restoration, although in fact two weeks of 'rehearsals' ensured that, to everyone's amazement, it started almost perfectly first time.

Early trials were also filmed by a team from BBC 2 TV for a future programme about the industrial revolution, and by Avalon Films for a DVD aimed at the enthusiast market.

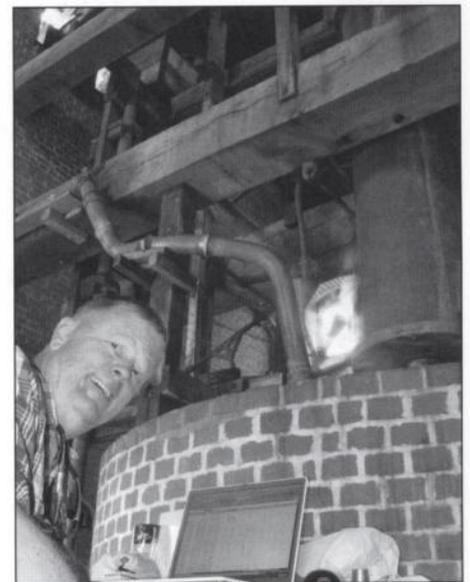
As part of his technical study on atmospheric engines, Cdr Matthew Carr of the US Naval Academy Department of Mechanical Engineering in

Annapolis (and a Member) flew to the UK specially to instrument the replica with sophisticated equipment he brought with him from the US. After some technical hitches, and sustained by numerous doughnuts, Matthew obtained pressure, temperature and video data that will enable him to prepare indicator diagrams for the replica, and to carry out a thermodynamic appraisal which may shed light on some of the Engine's eccentricities.

On 14 July the original Dudley Castle Engine's tercentenary was celebrated by the official opening of the restored replica.

The event included lectures about early atmospheric engines, a steam rally at the Museum, and a magnificent buffet lunch complete with a three-tier birthday cake featuring Thomas Barney's 1719 drawing of the Engine on rice-paper, probably another first.

TV celebrity and Newcomen-devotee Adam Hart-Davis was scheduled to officiate, but suffered a house-flood and fever immediately prior to the event, so Julia Elton, past president of the Newcomen Society stepped in at short notice. Against the background noise of a full head of steam (1/2 psi), she delivered an inspiring tribute to Thomas Newcomen, cut the ceremonial ribbon, and confidently started the Engine without getting 'knee-capped' by a flailing steam-valve lever which catches most newcomers unawares. In fact, perhaps over-excited by the occasion, the Engine soon developed more than her usual vacuum, over-stroked and dislodged a small timber bearer which came crashing down on the



The Replica Newcomen Engine at the Black Country Museum

floor, adding to the excitement of the tightly-packed guests, and to the concerns of some already un-nerved by the unfamiliar but normal clatterings of the Engine.

Finally a tremendous cacophony developed as the other steam engines assembled on the site whistled and hooted in fitting celebration of the restarting of the Engine and the 300th anniversary of Thomas Newcomen's original. He would have felt humbled and honoured.

AIA Spring Tour – Indiana, Ohio and Michigan

During ten days in May and June a small party of members and others visited a remarkable variety of sites in three states and attended the annual conference of the Society for Industrial Archaeology in Cincinnati.

Bill Barksfield

Our trip began in Indiana, on the north bank of the Ohio River, inspecting some of the earliest iron truss bridges – the examples being from 1878 and 1887. Here we learned to distinguish between double and triple intersection Pratt through truss designs – built by local companies and still in good shape today.

At the Markland Locks we witnessed a push-tow of 15 empty coal barges going down – a tight fit, needing expert navigation. Around 40 million tons of coal is shipped through the locks every year for the power stations upstream.

We were welcomed in Madison by John Staicer and were taken first to the Schroeder Saddletree factory. Many of us, not knowing what a saddletree was, soon discovered that it is the wooden frame on which a saddle is built. From 1878 this small factory, packed with belt powered machinery, was run by a single family and produced about 500,000 frames until it was abandoned in 1972. A conservation project was started in 2002 which involved dismantling the whole building, as many of the floors and structural members were rotten. The project has won national and state preservation awards.

To the west of Madison is the steepest stretch of standard gauge track in the U.S. The grade is 7,012 feet long over a 413 foot rise – 5.89%, and was installed in a cutting through the 400 foot high bluffs in the late 1830s.

We were welcomed, too, at the restored Medora Bridge, which at 431ft is the longest covered bridge in the US, built in 1875 as a triple span multiple king post truss design with Burr arch.

The Medora shale brick company began manufacturing in 1904 with six kilns growing to twelve by 1955. Struggling against competition from automated plants, this largely manual site ceased operation in 1992. The kilns are almost the only remaining feature, the mechanical apparatus having been scrapped. On a warm afternoon, wandering around and inside the red brick kilns amongst the invading scrub, we were entertained by the stories of the last production manager who worked on the site.

Still in Indiana, Seymour Manufacturing has been making handtools since 1872 and continues in production today. We were able to see the mostly manual processes involved in making post hole diggers (to my eyes, unhindered by the kind of health and safety rules prevalent in Europe) and we learned a new word – snath – being the curved handle for a scythe.

In complete contrast, at Cummins diesels, we saw how a modern diesel engine assembly plant works. We had to wear safety gear but we were allowed to get up close to the operations where they were making the 6.7 litre straight-six diesel engines for the Dodge Ram pick-up.

Lunch was at the Zaharakos Ice Cream Parlor where they have been serving ice cream and soda since 1900. Entertaining us was a 1908 Welte Orchestrion or the nickelodeon, if you dropped a quarter in the slot.

Thence to Cincinnati to be welcomed by the Society for Industrial Archaeology at their annual conference. We were fortunate to be able to join a trip to the Cincinnati Water Works, Old River station. There our breath was taken by the sheer scale of the engineering. Four vast, inverted, triple expansion engines, which operated from 1906 until 1963, drove twelve pumps. Each pump could deliver 30 million US gallons of water per day.

Later at Verdin Bell we were first shown the most modern bells, which are entirely electronic but produce a very realistic sound in single, multiple or carillon arrangements at the touch of a button. But then we were all relieved to be told that they did also produce bells in the traditional fashion as well. And so to the foundry, with its heat and the principal operative encased in an aluminium suit. Soon the crucible was manoeuvred into position, the wheel wound and a stream of molten bronze flowed into the moulds – one of the great highlights of the trip!

A day of paper presentations followed – all fascinating but topped off, for me, with a talk by Dan Trepal about his work in Alaska preserving and recording abandoned mines and making them safe in the National Parks. He told us of a mine halfway up a mountain, only reached with climbing skills. After making an adit secure, there followed a discussion about some abandoned oil drums left from the 1920s. Should they be



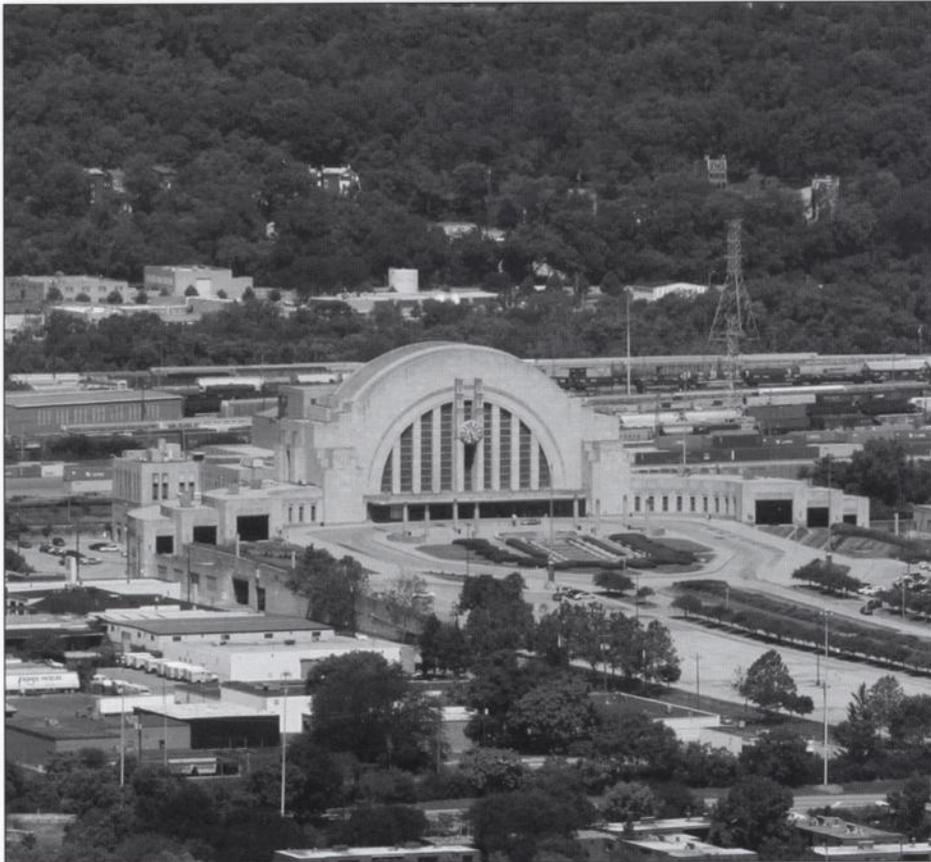
Early Truss Bridge

Photo: Bill Barksfield



Industrial devastation in Detroit – The Packard plant

Photo: Bill Barksfield



Cincinnati Union Terminal (now a museum) from the top of the Carew Tower

Photo: Bill Barksfield

removed? No, they're an historic feature of the site. But they contain oil which is dangerous, but yet may be of historic interest in itself. What to do? Obviously you get a helicopter to lift the drums out to where the oil can be preserved and the drums cleaned and then returned!

From there to Dayton, Ohio and the USAF museum – the largest aviation museum in the

world. There's everything from a Wright Flyer to a Stealth Bomber but, for me, standing under a B52 was overwhelming!

Our final destination was Detroit. Our tour took in industrial buildings on the riverfront (with views of Canada) and the first steel framed factory building. We visited the Ford Piquette Plant, now a museum, where Henry Ford built his

early cars and the first Model T. We saw the Highland Park plant where the first production line was created and the empty devastation of the Packard plant, the Fisher plant and many residential properties which now characterise a large part of Detroit. The latter two factories and the magnificent General Motors and Fisher office buildings in the town centre were the work of the renowned architect Albert Kahn.

Our last two days were spent in the excellent Ford museum and Greenfield Village where we saw many of the artefacts collected by Henry Ford, including a Newcomen engine of 1760 and Edison's workshop.

The tour was organised by Heritage of Industry with huge thanks to Bill McNeice for the guiding in Indiana, Charlie Hyde in Detroit and Ron Petrie of the SIA for overall help.

Ditherington Flax Mill, Shrewsbury

The Heritage Lottery Fund has made a first round offer of £465,300 as a prelude to a grant of £11,686,000 towards work on the iron-framed flax mill at Ditherington, Shrewsbury.

Built in 1796/7, this is the world's first iron-framed building, a five storey flax spinning mill combining for the first time cast-iron columns and cast-iron beams supporting brick jack arches, thus creating a fire-proof building without the use of any wood in its construction. The mill was used for flax spinning until the 1880s when it was converted into a maltings.

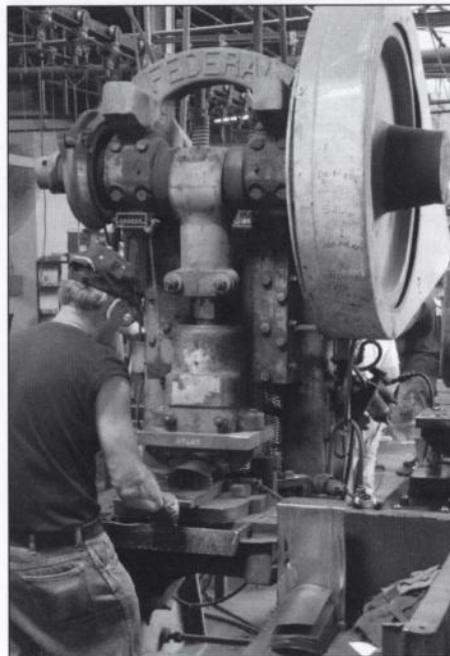
Empty since the 1970s, it has been subject to a number of abortive proposals for regeneration. English Heritage acquired the derelict buildings in 2005, and has since been working with Shropshire Council, the Friends of the Flax Mill, architects Feilden Clegg Bradley Studios, and the Homes and Communities Agency to find a new use for the site. The goal is to create a long-term future for the historic buildings and for the community of which they have so long been a part.

A first round offer means the project meets HLF criteria for funding and that the project has potential to deliver high-quality benefits and value for lottery money. In this case the initial funding will pay the costs of developing the conservation project into a detailed proposal sufficient to release the remainder of the grant and enable work to begin. A period of two years is allowed in which to achieve this. The application was in competition with other supportable projects, so a first-round pass is an endorsement of the outline proposals. Some initial conservation work has already been carried out by English Heritage, ensuring the building is weatherproof and identifying those issues that will require major attention.



Cincinnati Old River Works – one of the 12 pumps (inlets and outlets blanked off)

Photo: Bill Barksfield



Press operator at Seymour Manufacturing, Indiana, founded in 1872, making the jaws for a post hole digger

Photo: Bill Barksfield

London Bridge Station

A large London railway terminus is to be completely demolished to divert two railway tracks through the site. Known to relatively few people, the Brighton part of London Bridge station appears doomed. This raises familiar issues concerning the different treatment of architecture and engineering as well as those concerning World Heritage Sites. See *I A News* 162 pages 8 & 9.

Robert Carr

The London Brighton and South Coast Railway's terminus at London Bridge station has long been something of a Cinderella station. The main problem is that relatively few people are familiar with it. Most passengers who use London Bridge only remember the through platforms to the north where conditions can be really dreadful. Redevelopment here is sorely needed. The London Bridge terminus lacks glamour in that the trains only go to relatively humble destinations in the South East. There never was a Golden Arrow or Night Ferry to Paris as at Victoria, or a Cornish Riviera Express to Penzance departing from Paddington.

It is not really clear why it is necessary to demolish the WHOLE of the 1864-7 terminus roof just to re-route two railway lines through it. An entry at the northwest corner facilitated by a beam supported on columns should be within the bounds of present day structural engineering. About a hundred or so years ago this kind of rearrangement was undertaken at railway stations such as Rugby and Crewe and a good example can still be seen at Chester General station. There may, however, be other reasons not readily apparent but these have not been made clear. One difference is that at London Bridge the station is not at ground level. The whole edifice is supported on substantial brick arches.

However when one considers that, under Nick Derbyshire in 1985-92, Liverpool Street station was rebuilt and extended in a matching Vicwardian style, what would be needed at London Bridge seems modest. City money was involved then and Southwark is relatively impoverished. But attitudes change. About forty-four years ago it was seriously intended to demolish St Pancras station and its listing by Lord Kennet was highly controversial. Many people then considered St Pancras a hideous Victorian monstrosity. At London Bridge we are now having a re-run of the nineteen sixties. The enlightenment of recent years may be coming to an end.

Rather than just separate covers for each island platform as presently proposed, a less unfortunate solution for the station might be a great overall roof, perhaps something like that by César Pelli for the Docklands Light Railway at Canary Wharf. A splendid new roof, say something like the great arch Richard Rogers proposed for the combined King's Cross and St Pancras stations, would really put the London



London Bridge South East Offices

Photo: Robert Carr

Bridge station on the map and could be commensurate in scale with the Shard tower which is intended to be the nucleus for a cluster of tower blocks, as number one Canada Square was for the redevelopment of the Isle of Dogs.

However, objections from the United Nations' cultural organization UNESCO regarding sight lines for World Heritage Sites might prevent further high rise building in the London Bridge area going ahead. Last December a monitoring mission reported that the visual integrity of the Tower of London had been compromised by the building of the Shard tower, the tallest completed building in Europe at 1,016 feet high, and advised that further towers would compound the problem. Similar considerations also apply to redevelopment near Waterloo station which is likely to involve the demolition of Elizabeth Tower, Elizabeth House and some other buildings.

Once granted, World Heritage Site status is not guaranteed in perpetuity and can be removed if unsympathetic redevelopment takes place. In 2004 UNESCO declared the Elbe Valley at Dresden a World Heritage Site. A twelve-mile stretch of landscape, this included the city centre and baroque palaces, churches, opera house and museums. However, after first being placed on the list of endangered sites in 2006, the historic area of the city lost its title in June 2009 for the wilful breach of the UNESCO World Heritage Convention. This was due to the construction of the Waldschlößchenbrücke – a conspicuous composite-steel four-lane motorway bridge across the valley less than two kilometres from

the historic city centre. Dresden is only the second World Heritage Site ever to be removed from the register. UNESCO made clear in 2006 that the bridge would destroy the cultural landscape if building went ahead. Legal moves by Dresden city council to prevent the bridge from being constructed were unsuccessful.

The Waldschlößchenbrücke IS obtrusive – a massive bowstring-like construction which externally resembles concrete. Could they not have built a low rise bridge similar to some of the nearby Elbe crossings? The river here is not navigable by seagoing ships which need substantial headroom. This really does look like a wilful violation of the UNESCO convention.

All this may mean that in London the continued redevelopment of the London Bridge area would be inhibited and the station itself left in rather a dreadful mess following implementation of the low-rise low-cost scheme presently proposed for it. Surely this was just an interim proposal to cover the period until sufficient funds become available to build an appropriate new station? The simple wavy-roof platform covers presently envisaged are hardly great Architecture and certainly not imposing. London Bridge station looks like being further demeaned. It should be borne in mind that curved glass panels are extremely difficult to keep clean. This maintenance problem was soon discovered at Waterloo Eurostar station, opened in November 1994.

Considering now the South Eastern Railway offices (see photograph), these have recently been cleaned so perhaps they will be retained after all.

The controversy over the demolition of these offices has served as a red herring, deflecting public attention away from the proposed demolition of the terminus that is relatively hidden away and less well known to the public. The suspicious might suggest a conspiracy but it is all too easy to jump to incorrect conclusions. A crude interpretation in base human terms is generally insufficient to account for the chaotic way in which the world behaves. Such matters are complex and essentially incomprehensible. If something happens there is not necessarily a reason, let alone a human being to blame.

Returning to the issue of the ironwork of the terminus roof, there is now some suggestion that it might be put in store for future re-use. This is an attractive proposition. At least it might be possible to save the longitudinal crescent roof. If this were re-erected at a greater height than at present, the effect could be magnificent. However, at Greenwich the excellent wrought iron roof of the Neptune Hall of 1873-4, a former gymnasium designed by Sir Andrew Clarke RE, was put in store with the intention that it would soon be re-erected. After fifteen years nothing has happened and such things once dismantled and stored have a tendency to get lost, piece by piece, until reuse becomes impossible.

The situation at London Bridge station is fairly typical. The unlisted architecture of the 1897-1900 South Eastern Railway offices has overridden in importance the listed 1864-7 engineering of the railway terminus roof. Once more is it being demonstrated that the architect is more important than the engineer? It should be noted, however, that the architect who worked on the station with the engineer F D Banister was C H Driver (1832-1900). Driver was responsible for many considerable works and was probably the architect for Crossness pumping station, 1859-65. The main buildings there were listed grade I in 1980.

On a sunny day a visit to the LBSCR terminus in the quiet of the afternoon can be recommended. It is easy to appreciate the merits and shortcomings of the building then. Presently, this part of the station might be a little underused but the routing of twin Thameslink tracks through the northern part would rectify this and, if the terminus could ever be redeveloped à la Liverpool Street, a wonderful station worthy of a great new business quarter to rival Broadgate might be achieved.

Splendid website Cincinnatitriplesteam.org

Besides telling you all you could wish to know about the magnificent engines and pumps visited on the US tour, this website has informative links to many steam museums including British sites. Best of all, it has a long series of photographs showing the construction of the reservoirs and pipes connected with the scheme which was built around 1900. There are pictures of teams of twelve horses, eight pulling and four pushing, working scrapers and graders and early steam excavators loading carts and waggons.

Grimsby Ice Factory

Following the note in IA News 162 on the prospects for the Grimsby Ice Factory there has been interest in just how you manufacture 1000 tons of ice a day.

Henry Gunston

Ice was an essential both for use on trawlers and for packing the fish prior to transit on land. The factory was constructed in 1901 alongside the fish dock, with adjacent rail and road access. Expansion started in 1907, and in 1930 it was decided to replace the original steam power plant with electric motors to drive the ammonia compressors. The cooled ammonia pipes acted on brine, which was circulated around 'cans', which contained the water which was cooled into ice, a process which took around 27 hours. Rows of cans moved steadily through the brine until they were ready for unloading. Warm water was then circulated around the cans until the ice blocks

'popped up'. The blocks were tipped out and sent to crushers to produce the final product. To load the trawlers, the ice was moved by conveyors over the roof of the marketing sheds to be dropped directly into the holds.

There was further expansion in the 1950s and at its peak the factory produced over 1000 tons per day, but as the Grimsby fish industry declined, so did the demand for ice. The factory finally closed in 1990, but not before Martyn Bullock went in with a camera to record the stages of the ice-making process. After local lobbying, the complex was listed as Grade II* in 1993, and the Great Grimsby Ice Factory Trust has been formed to explore viable future uses for the factory. As well as producing a very good 26 page booklet giving the history of the Grimsby Ice Factory, the Trust has recently released an expanded version of Martyn Bullock's 1990 filming of the factory processes as a DVD. Further details can be obtained from the website ggift.co.uk or from Graeme Bassett, Secretary, Great Grimsby Ice Factory Trust, 16 Philip Avenue, Cleethorpes, DN35 9DJ.



Grimsby Ice Factory

Photo: Great Grimsby Ice Factory Trust

Dorothea Lives!

Dorothea Restorations Ltd, founded by Geoff Wallis and colleagues in 1974, was developed to become one of the UK's leading conservation companies, specialising in the restoration of historic cast and wrought ironwork, traditional wind and water-mills, and historic machinery generally. It was one of the first companies to define and publish a conservation policy and developed a nationwide reputation for ethical work.

The owners of Dorothea sold their interests to the Linford Group in 2007, but that company went into liquidation last year, taking all its subsidiaries with it, putting more than one hundred people out of work.

The Dorothea Restorations name has now been bought by Wallis Conservation Ltd, owned and managed by Geoff and son John Wallis, see www.wallisconservation.co.uk. John now runs the business and plans to continue to offer the same mix of conservation services nation-wide. So far business has been brisk and the future looks bright.

As Geoff says, 'It is bizarre part-owning the same company twice, but it is great to see control pass to the next generation, and to know it is in capable hands.'

Geoff continues to run his own consultancy offering his 40 years practical experience in the conservation of metalwork and machinery. See www.gwconservation@gmail.com.

The Directors hope to continue to sponsor the Dorothea Award for Conservation.

Restoration Grant update

Thanks to the very generous support by an anonymous donor the Association has been able to continue to support a variety of restoration projects.

The first grant is to **Haslingden Grane Mill** for essential work on the chimney.

Grane Mill, at Haslingden in Lancashire, is a large weaving shed that was designed in 1906 for the Grane Manufacturing Company. Erected in 1907, it remained in operation until 1978. The mill contained over 1100 wide and narrow Lancashire looms, producing a range of fine cotton goods that included cambrics, limbrics, poplins, and muslins. The mill was powered by a 500hp cross-compound steam engine, manufactured by the local firm of SS Stott in 1907. Exceptionally, this engine survives in-situ as originally designed within the original engine house and (with recovered shafting) could still drive looms in the adjacent 1907 north-light shed. Much conservation work has been done to preserve the engine and enable it to be brought back into operation. The original boiler house, two Lancashire boilers, economiser, and mill chimney also remain, representing a very rare example in North-West England of an unaltered textile mill steam-power plant ensemble. In recognition of the national or international importance of the remaining features, elements of Grane Mill were designated as a Scheduled Monument in January 2003.

The second grant was to have been to **Avoncroft Museum of Buildings** in Bromsgrove, for work on Danzey Green post mill.

In 1560 a post mill appears on a map at Botley Farm and was last recorded on the OS map of 1831. Around 1830 the windmill was re-erected at Hill Farm, Danzey Green, using oak cut from the Umberslade estate. Unable to find a timber big enough for the post, Robert Summers purchased and adjusted one from a previous mill. This has since been dated as having been cut down about 1784. The windmill was used until 1874 when a severe storm blew a sail off and it was then left to deteriorate. In 1969 the windmill was rescued and moved to Avoncroft Museum where extensive restoration and conservation work took place to make it fully operational. Unfortunately, in January this year the windmill was badly damaged by gale-force winds. One of the sails snapped during the storm and became embedded in the roof of the buck. It was thought that not all of the repair cost would be covered by the museum's insurance but, following a review of the work and a very reasonable bill from the millwright, the AIA contribution towards the estimated shortfall was not needed, so it has been carried forward to fund other projects.

The last grant made for 2012 was to the **Tramway Museum at Crich** – but not for anything to do with trams!

The Tramway Museum was established at Crich in 1959 and it has since grown to become the nationally recognised collection of tramway history. The Museum receives 100,000 visitors annually to enjoy the atmosphere, ride the trams and learn about the history, the development and influence of this important form of urban transport. The site of the museum in Crich also contains many important remains of the Derbyshire lead mining industry. The Museum site

is known to be home to many lead mine shafts and the tramway terminus is named after the 'Glory' shaft located nearby. On land owned by the museum adjacent to the main entrance is the remains of a structure which was originally thought to be a lime kiln. Further investigation has shown that it is in fact the remains of a lead smelter associated with the Pearson's venture and Bacchus Pipe lead veins. The Museum proposes to redress the degradation of the remains of this lead smelt, by the removal of saplings and other scrub vegetation and carrying out any renovation work on the structure where necessary. The remains of the smelt can then be interpreted and opened up to the Museum's visitors via a viewing platform which would then allow the Museum to inform its visitors of the industry and its significance to the area through interpretative display graphics.

The terms of the restoration grant have been slightly amended for future applications. We have always stated on the web site that 'The grant from the AIA must be a significant part of the total project cost, not just a small contribution to a very large project so that the AIA grant has significant impact'. To clarify this we have now added a further clause that states, 'The AIA would not normally fund projects where our grant would represent less than 20% of the total project cost'.

If you know of any projects that would benefit from AIA restoration funding then now is the time for them to start putting together a proposal for 2013 funding. The rules are on the AIA web site, just go to www.industrial-archaeology.org/restore.

Mark Sissons

The AIA 2012 Awards

Fieldwork and Recording Awards

Funded, goes to Alvaro Mora-Ottomano: *Archaeological Building Recording and Investigation, Royal Worcester Porcelain Works – The Bone Mill*.

Unfunded, goes to John Barnatt on behalf of the PDMHS Conservation Team: *High Rake Mine, Little Hucklow, Derbyshire. Excavations and Conservation at an Important Nineteenth Century Mine*. In Mining History Vol 18 Nos 1 and 2 Summer/Winter 2011.



Fiona Fyfe who won the Postgraduate Dissertation Award

Student Fieldwork and Recording Award goes to Fiona Deaton: *Tankerville Lead Mine Conservation Management Plan*.

Postgraduate Dissertation Award

Fiona Fyfe, *From Factory to Flowers: An investigation into the transfer of industrial heating technology to country house gardens*.

There is also a **highly commended award**:

Kate Mitchell, *The Sustainability of Bottle Kilns in Stoke-on-Trent*.

Undergraduate dissertation Award

There is no winner this year.

Publications Awards

Occasional publications

Philip Newman, *The Field Archaeology of Dartmoor*, English Heritage, 2011.

There is also a **highly commended award** to Michael Cressey and Ron Fitzgerald, *Force and Fabric – Archaeological Investigations at Stanley Mills (Perth)*, Archaeology Report number 5, Historic Scotland, 2011.

Journals

Norfolk Industrial Archaeological Society for Vol 9, 2011.



Keith Drury receiving his award for the Special Journals Award

Special Journals Award

Leicestershire Industrial History Society for Bulletins 1970-2007 on digital format, to be received by Keith Drury.

Newsletters

There is no winner this year.

Dorothea Award

Recently reinstated, there is no winner this year. The procedure for the future will be agreed at the November Council meeting.

Peter Neaverson Award

There is no winner this year.

WHERE ARE WE GOING IN 2015

The very successful and enjoyable conference at Chelmsford in August was largely organised by David Alderton and a small team. It can take nearly a couple of years to set up all the contacts, arrange speakers and arrange the visits. Next year's conference in Dundee is being developed by Mark Watson as this IA News is being distributed. Preliminary work for the 2014 conference to be based in Chester is already being undertaken by Mike Nevell.

Where are we going in 2015? There are still areas of the country that haven't met the AIA on tour. We should not deprive them of that pleasure. There are also areas which were visited in 80s and 90s which more recent members would like to see.

Many successful conferences have been organised by local societies but there have also been groups of individuals who have arranged everything without a formal society to back them up.

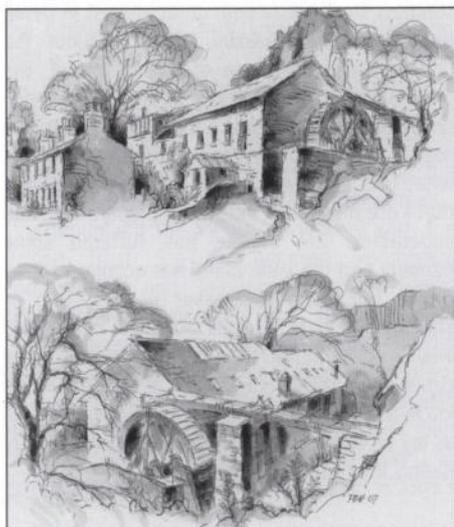
John McGuinness, the Conference Secretary deals with all the contractual side of the accommodation and such matters. Bookings are handled by Stephen Miles. That leaves the local administration to develop a programme and set up the contacts. There would be plenty of advice available from previous conferences.

So who is going to take this on? It is quite a lot of work but could be very rewarding.

NOTICES

A Major Exhibition of the work of Falcon Hildred at the Ironbridge Gorge Museums

A selection of the 600 original drawings and watercolours of industrial buildings and landscapes by the Wales-based artist, Falcon Hildred (see IA News 161) are on show at Ironbridge until 30 April 2013.



Newcomen engine at Elsecar Elsecar Heritage Centre

Falcon Hildred has recorded in detail technological and engineering change and a rapidly disappearing way of life. The drawings record Blaenau Ffestiniog (the artist's home since 1969 and a place he has recorded extensively), and a number of industrial towns in Wales and England.

The exhibition, which is free, is in the Coalbrookdale Gallery, adjacent to Enquinty and will be open from 10 to 5 Monday- Friday. Call 01952 433424 or visit www.ironbridge.org.uk for more details.

A new book, *Worktown: the Drawings of Falcon Hildred*, by Peter Wakelin, will be published to coincide with the exhibition. It includes some 200 superb illustrations. Details are available from the Royal Commission, 01970 621200 or from www.rcahmw.gov.uk.

IA Review – update

The editors of the Review apologise for the delay in producing the 2012 volume. This has been the result of serious illness in both families. It is hoped that issue 34.1 will reach members by the end of December, with 34.2 to follow soon after (depending on the publisher's schedule). Production timings should return to normal in 2013. Helen and Mike are grateful to Members for their patience.

Going Underground: Travel Beneath the Metropolis 1863-2013 – A Conference to Mark the 150th Anniversary of the London Underground

17 and 18 January 2013 Senate House, Malet Street, London WC1 7HU

10 January 2013 will mark the 150th Anniversary of the public opening of the Metropolitan Railway in London. It was the world's first urban rapid transport system to run partly in subterranean sections. As the precursor of today's London Underground, it was not only a pioneer of technological and engineering advances, but also instigated new spatial, political, cultural and social realms that are now considered to be synonymous with London and modern urban experiences across the globe.

The Centre for Metropolitan History, Institute of Historical Research, is marking the anniversary by organising a two-day conference dedicated to the history and use of the London Underground.

Taking the construction and opening of the Metropolitan Railway as a departure point, this conference seeks to explore the past, present and future of the London Underground from a variety of perspectives that investigate its histories, geographies, cultures, politics and social characteristics.

Carlos Lopez Galviz, Sam Merrill,
Centre for Metropolitan History

Ironbridge Weekend 2013

Following this year's successful revival of **The Ironbridge Weekend** mark your diaries for 13 and 14 April 2013. The theme will be **Watercourses and Waterpower** and will include a tour of the extensive Coalbrookdale system which powered all the mills and forges in the valley. The full programme will be published on the website when available.

Industrial Archaeology on Twitter

The UK committee of European Route of Industrial Heritage is now posting news of interest to UK ERIH sites on Twitter. We are also endeavouring to 'follow' all the UK ERIH sites' twitter feeds.

Our aim is to provide timely advice and share information on UK industrial heritage. Aside from updates on Twitter, we plan to post longer pieces on the ERIH website in its own 'news' section.

Those of you who are already 'tweeters' can find us at @ERIHUK.

If you are new to Twitter, you can see what we're posting without registering by going to the website: twitter.com/#!/ERIHUK.

If you would like us to post anything that you think would be of interest to other Industrial Heritage sites, you can email me at d.dehaan@bham.ac.uk.

We believe that this approach provides us with a great (and free) opportunity to share helpful news and advice. We would be very grateful to have feedback on what you've seen so far and let us know if you would like help to dip a toe in Twitter marketing. We may be able to help.

David de Haan

AIA Awards for 2013

Some of the rules for these awards have been revised. Please see the AIA website for full details.

The closing dates (with the exception of the dissertation award) have been harmonised at 1st March.

Oral History as Industrial Archaeology.

Oral history can take a number of forms; it can be by way of recorded interview or by recording personal experiences and/or recollections. The most reliable may be personal diaries but later reflections may put events or experiences in context with subsequent events and experiences. One difficulty is that contemporary records rarely describe the ordinary, only the extraordinary, yet it is the details of normal operations and working methods and practices that most need to be recorded, if future archaeologists and historians are to be able to describe accurately the operation of a specific site or the development of industrial processes.

Several speakers at our conference in Essex commented on the value of oral history, personal remembrances and recollections in the interpretation of archaeological sites. The clear implication was that in the absence of information from ex-employees or workers in the same industry, site interpretation would not have been possible or at least less comprehensive.

A further complication is that few twentieth century sites have left any archaeology of the processes carried on at the site. In reviewing a small publication of an archaeological investigation of a munitions factory in Hayes, it was very clear that there was no archaeology of the work carried on there and the report relied entirely on the recollections of a few ex-employees and an ex-delivery boy from the local Co-op.

In the early days of the Association it was in the lead in listing industrial sites of archaeological interest. It should now take the lead in recording twentieth century industrial and commercial practices. I would repeat the plea made at conference for all members to record the practices and changes they personally experienced in their working lives. A little time spent on such recollections will be of immense benefit to industrial historians of the future. Scripts should be sent to me or to Mike Nevell as editor of IA Review.

John McGuinness

Beeleigh Mill, can you help?

The restoration group at Beeleigh Mill, which many members visited during this year's conference, is appealing for information about the Woolf beam engine, by Wentworth of Wandsworth, at the mill. They are particularly anxious to establish the exact wording on the engine works plate, the whereabouts of which is currently unknown, in order to commission a replica.

Any other information about the engine would also be welcome such as its previous location and the source of the 1845 date for its re-erection at Beeleigh. Any responses can be sent to me at 11 Heriot Way, Great Totham, Maldon, Essex CM9 8BW or to thornes@totham22.freereserve.co.uk

Graham Thorne

Farming as an industry

As strictly a townie I have, as many others in our association, not in the past given much consideration to agriculture as an activity with a significant industrial history. However over the recent months I have started to realise that this is an industry that has a significant history and one that has been largely ignored by industrial historians.

This was a topic considered for the seminar at the Essex conference, but there were no known researchers in this field who could be approached to give papers. Farming being generally an open air activity has left only a limited number of significant structures and, being largely in remote locations, has not attracted the same level of interest and concern for their survival as industrial buildings in towns and cities. The exception would be students of vernacular architecture for whom timber framed barns hold a very significant fascination. However, I know of no study into the development of modern farm buildings which, often being of light weight steel or precast concrete frame construction, are not visually interesting, nor of other farm structures such as silos and slurry tanks.

While at the conference I purchased Brian Bell's book on Ransomes Sims & Jefferies which, after a short history of the company, is devoted section by section to describing the history of the agricultural equipment developed and manufactured by the company over its 200 years of existence. The major fact, that has become clear from reading this book, is that the rate of development of agricultural equipment increased rapidly in the twentieth century and especially after the Second World War.

Finally, there has been the introduction of many new farming practices since Turnip Townsend and Jethro Tull. These include both intensive methods of agriculture and of stock rearing. Not all of these have proved beneficial in the long run but all deserve the attention of industrial historians. Farming, unlike other traditional industries, not only remains a significant part of the British economy but continues to develop and therefor

deserves the attention of archaeologists and historians much more than those industries that have passed and are no more.

John McGuinness

Library Policy

A quick survey of my local library reveals only one book on archaeology and only one on anything that could be seen to be anything to do with industrial archaeology.

Against this there are eight books on ghosts, three on witchcraft and two on astrology.

Bizarrely, in with the books on ghosts is a book called 'Living with Bereavement'.

Phil Hall

Cleveland IA

My colleague, Dr Marilyn Brown, is retiring and she has the first 8 numbers of 'The Cleveland Industrial Archaeologist' (issue 1 1974). Free to a good home.

Miriam McDonald

16 Bernard Terrace, Edinburgh EH8 9NX

Rustnorstain

As a chemical engineer who used to design chemical plant, I met with many grades of stainless steel. I read with great interest in Derek Bayliss's article (IANews 162 p.2) about the discovery and early use of stainless steel. The piece about knives produced by Robert F. Mosley under the trade name Rustnorstain sent me scuttling to the kitchen to confirm that what was stamped on the bone handled knife that I use most days to cut and prepare fruit and vegetables. The handle has suffered some damage and the knife blade has acquired a grey patina but there has never been rusting or staining. The knife holds its sharpness moderately well - much better than the cheap and nasty cutlery from the Far East which is stamped out of kitchen sink grade stainless but not nearly as well as my all stainless English made Moderna cutlery dating from the early 1960s.

Patrick Graham



Ironbridge appoints Industrial Heritage Support Officer

The Ironbridge Gorge Museum Trust has been awarded funding by English Heritage to host a new post aimed at supporting England's preserved industrial sites and making them accessible for future generations. The post-holder will develop a national strategy to improve the sustainability and conservation standards of industrial sites preserved with public access and identified as needing support following a seminal report produced by Sir Neil Cossons, previously Chairman of English Heritage and current President of the Association of Independent Museums.

The project will be delivered in partnership with several key organisations including the Ironbridge Institute and the University of Birmingham, the Association of Independent Museums (AIM) and the Association for Industrial Archaeology (AIA). The project will also work with a special network of industrial sites across Europe – the European Route of Industrial Heritage (ERIH).

Ian Bapty, hitherto Senior Project Archaeologist at Herefordshire Council, took up the post in September. He will be supported by the staff of the Ironbridge Gorge Museums and a Steering Group made up of experts from across the heritage sector including English Heritage, AIM and AIA.

Ian graduated from Cambridge University in 1987, and has worked over the last 20 years on a wide range of heritage conservation, management and research projects within the voluntary, charitable and local authority sectors.

Throughout the 1990s Ian worked with the British Trust for Conservation Volunteers coordinating and leading volunteer based conservation of natural, built and industrial heritage sites, and also developed and delivered training programmes and undertook fundraising. Between 1999 and 2006 Ian managed an English Heritage and Cadw funded initiative based with the Clwyd-Powys Archaeological Trust (CAPT) to deliver improved practical conservation of Offa's



Ian Bapty

Dyke. His work with the CPAT also involved developing other heritage and industrial heritage management projects in North-East Wales including public engagement and detailed site recording at the former Valley Munitions Factory (near Mold, Flintshire).

As Senior Project Archaeologist with Herefordshire Archaeology from 2006 to September 2012, Ian put in place and undertook a wide range of English Heritage, ALSF and Heritage Lottery funded strategic development, research and public engagement heritage and archaeological projects. These most recently included the innovative 'Past In Mind' project (working in partnership with the charity Mind and the National Trust to involve volunteers, including people recovering from mental health problems, in a heritage research and conservation project), and projects linked to management of the former Rotherwas Munitions Factory on the southern edge of Hereford.

SAVE Britain's Heritage wins judicial review over Pathfinder

SAVE has won a major high court ruling in its decade-long campaign to end housing destruction in the north of England which will potentially save thousands of homes from the bulldozer and bring in a new era of neighbourhood refurbishment.

High Court Judges ruled that SAVE has a strong enough claim to take the Secretary of State for Communities, Eric Pickles, to full Judicial Review; SAVE's costs are to be protected in the public interest.

The heritage charity advocates refurbishment and re-use of empty homes as alternatives to clearance. SAVE has supported resident groups in battles to protect up to 400,000 mainly Victorian homes and local landmarks from local authority bulldozers, unleashed in 2003 under John Prescott's controversial £2.2bn 'Pathfinder' demolition programme.

Google StreetView trike captures popular British canal scenes

Panoramas of some of the best loved parts of Britain's canal network are being made viewable from your home computer.

They will be added to Google StreetView, which allows users to explore 3D views of locations on a map.

The images were captured by a camera trike, as the canal towpaths are too narrow for the search giant's camera cars.

Sites being added are the Caen Hill and the Kennet and Avon Canal in Wiltshire, the Llangollen Canal in north Wales and the World Heritage Site around Pontcysyllte Aqueduct.

Heritage Angels

The Heritage Angels Awards are due to be presented on 22 October, while this edition is at the press. These are the four contestants for the category: 'The Best Rescue of an Industrial Building or Site'.

Friends of Windmill Gardens for Brixton Windmill (also called Ashby Mill)

Built in 1816, Brixton Windmill is the last surviving windmill in inner London. In 1978 the mill was given a facelift which repaired the sails and windows and repainted the black exterior. However, in March 1982 the windmill was severely damaged by vandals, with the main door being smashed. In 2003 a determined local residents' group, the Friends of Windmill Gardens (FoWG), was set up with the object of restoring the mill for future generations. In 2007 a partnership agreement was signed between Lambeth Council (owner) and the FoWG.

Restoration began in October 2010 and was completed in August 2011.

JN Bentley Limited for Linton Falls Hydropower Project

The first Linton Falls hydroelectric power plant was built in 1909 and ran until 1948.

Since then the turbine house lost its roof, windows and part of its masonry. What remained was in very poor condition and hazardous. Most of the walls were only partial and trees were growing from within the structure. The turbine house has been carefully restored by JN Bentley with two new Archimedean screws installed to enable the site to begin producing hydro-electricity again.

Ian Douglas for Dewars Lane Granary, Berwick on Tweed

The Granary was built in 1769, part of a densely-packed concentration of narrow streets and alleyways that contained a multitude of granaries, maltings, workshops, smokeries, mills and icehouses.

It was in use for storing and conditioning grain and, more recently, linseed and grass seed, until 1985 when its working life ended. Whilst the building was empty, its condition deteriorated. Some local people felt that the negative impact of the building on the town justified its demolition. However, the Berwick Preservation Trust recognised its potential.

Ian Douglas, who is in charge of the Steering Group, has been instrumental in setting up the partnership with the Youth Hostels Association (YHA) and securing a 50-year lease for the building. Whilst, of course, the Berwick Preservation Trust is to be congratulated on such a successful project, it is Ian who has been nominated for his tireless and passionate commitment to the project.

The restored building, re-opened in June 2011, provides much needed facilities for the town. In conjunction with the YHA, the building

provides 57 beds with associated facilities. On lower floors there is a cafe, meeting/semnar facilities and exhibition space.

Max Sinclair for the Droitwich Canals

Abandoned in 1939, the Droitwich Canals are made up of the Barge Canal, opened in 1771, and the Junction Canal, opened in 1854. They were built to facilitate the salt trade on which the wealth of Droitwich was founded.

By the 1970s the Barge Canal was overgrown, silted up, dewatered in places and missing most of its operational parts. In the late 1960s one local man started to fight for restoration of the canals. Max Sinclair wrote letters and lobbied locally, culminating in the creation of the Droitwich Canals Trust in 1973.

Since that time the Trust's thousands of volunteers have undertaken management of the channel and towpath and raised funds for aspects of the restoration. This included the full restoration of the first three locks on the Junction Canal, completed in 2000.

In 2001 the formation of the Droitwich Canals Restoration Partnership heralded the final phase of the project. The Partnership secured £12.7 million funding for the sensitive restoration of nine broad locks, the construction of a new bridge under a dual carriageway and 1km of new canal and four new locks, the dredging of 5 miles of canal, the creation of a 5.5 hectare reed bed, installation of interpretation features and the involvement of volunteers totalling 3,300 days.

The Droitwich Canals were opened in summer 2011 after 38 years of restoration. None of this would have been possible without Max's drive and vision.

Nightingale, the veterans' rehabilitation project on Salisbury Plain. There was a smart military presence at the ceremony.

Time Team received the award for Best Public Representation of Archaeology for an outstanding contribution to public understanding of archaeology, with high editorial standards. However, the stars of the show were the Cambridge Archaeological Unit. They received the awards for both the Best Archaeological Discovery and the Best Archaeological Project for the stunning recent discoveries at Must Farm, Whittlesey. The extraordinary finds in the pit that Hansons use to excavate Oxford Clay for brick-making doubled the total of Bronze Age logboats found in the UK. One of the boats could date from 1,300 BC, the oldest yet discovered. Swords, spears, clothing, jewellery, bowls and pots - some containing food. Fish weirs and eel traps were also found in an ancient water course which ran along the southern end of the Flag Fen Basin. The finds were wonderfully intact. Hanson has arranged for archaeologists to excavate sites ahead of clay extraction for the next 15 years.

The award for the Best Archaeological Innovation went to the Archaeology Data Service for the Grey Literature Library: Geospatial Search and Digital Object Identifier (DOI) assignment. Unpublished fieldwork reports in an easily retrievable fashion are being made available. Currently there are 17,367 reports included, with the number increasing steadily. Watching briefs, excavation reports, building surveys, desk-based assessment and specialist analysis are covered. Oxford Archaeology South were one of the runners up for the innovation award for their work recording Combe Down stone mine -

worked from 1730 to 1860. Since recording in dangerous subterranean conditions using innovative techniques the mine workings have now been filled with concrete foam to prevent future subsidence.

The Thames Discovery Programme received the award for the Best Community Archaeology Project. The Thames foreshore is being explored and recorded. Remains of a medieval jetty have been discovered at Greenwich.

Looking to the future, it is intended that the BAA as a charity will expand to include Heritage Benchmarks, to be awarded to developers. The model for these has been developed from The Wildlife Trusts. There are 47 individual Wildlife Trusts covering the whole UK, the Isle of Man and Alderney. Their Biodiversity Benchmark is the only award for business which recognises and rewards continual biodiversity improvement. For the BAA benchmark further development work is needed, which will be undertaken by a team led by Clive Waddington. The BAA Trustees will then consider a UK wide scheme for archaeology.

It had been hoped that the BAA would be in a position to award their first Benchmarks in 2012-2013 but there is still a good deal of work to be done on procedures. There are no awards planned in 2013 anyway; the next British Archaeological Awards will be made in 2014. It is now intended to start awarding benchmarks that year. The Awards Ceremony will be a different kind of event after benchmarking is introduced.

At present funding is satisfactory. The four heritage agencies, which cover England, Scotland, Wales and Northern Ireland, are expected to donate a total of about £6,000.

Robert Carr

British Archaeological Awards

Trustees for the BAA Board are elected for a two-year term and no election is taking place in 2012. Currently there are no trustees based in Wales or Northern Ireland and suggestions for new trustees will be welcome.

This year there were six British Archaeological Awards and on 9 July the 2012 Awards Ceremony was held at the British Museum in London together with the launch ceremony for the 2012 Festival of British Archaeology. This was a huge celebration of archaeology organised by the Council for British Archaeology with more than 750 events taking place across the UK. John Penrose, Minister for Tourism & Heritage, presented the Awards and the compère was Loyd Grossman. The event was well attended with the audience closely packed.

The ever popular Professor Mick Aston received a Lifetime Achievement Award, for his long-term commitment to public education and for his ongoing support for developing our understanding of past human behaviour, as well as major personal contributions to archaeological knowledge and the development of new methodologies. Other well deserving recipients included soldiers who took part in Operation



The Cambridge Archaeology Unit

Photo: Adam Stanford

London

AEC Centenary

In Walthamstow, to the north east of London, the building of road vehicles developed at an early date. Most of this new industry was centred on Blackhorse Lane and by 1905 the Relyante Motor Works Ltd and the Central Cycle & Motor Works were in business. The Vanguard Motor Omnibus Company started in 1906 and the Motor Omnibus Construction Company was at work the following year.

Robert Carr

The biggest bus operator in London from 1855 to 1933 was the London General Omnibus Company (LGOC), initially an Anglo-French venture. In 1902 they started to use motor omnibuses and from 1909 to 1912 manufactured motor buses, having taken over the Vanguard Motor Omnibus Company in 1908.

In 1912 LGOC was taken over by the Underground Electric Railways Company of London Limited (UERL). Following this takeover the bus manufacturing operation was separated off and a new concern called the Associated Equipment Company set up. The new firm was generally known as A.E.C. and manufactured omnibuses and other road vehicles in Walthamstow until 1926-7. Expanding production forced the business to move to a new site in Southall and manufacturing continued there until 1979.

The old AEC factory at Walthamstow north of the present Blackhorse Road station was extensive, stretching from Forest Road northwards as far as Hookers Road. With a frontage on Blackhorse Lane and now bounded on the west by the Lee Flood Relief Channel, the centre of the works was at approximately TQ 357 895. The factory had the ability to produce large

numbers of vehicles using assembly line methods. Some of the old buildings from AEC days survive and recently an original floor could still be seen.

Among the many celebrated road vehicles that AEC produced was the B-type London Bus of 1910, designed by Frank Searle, one of the first mass-produced commercial vehicles (see IA News 159 page18). In 1916 AEC started quantity production of their 3-ton Y-type lorry and from then onwards AEC were known for both buses and lorries.

To celebrate the centenary of AEC, a pageant run was held on 10th June this year starting from the Royal Forest Hotel Chingford. Following a route round Walthamstow, the run finished at the Pump House Steam & Transport Museum, Low Hall Lane. In the afternoon the compact site was packed with vehicles and visitors and an interesting selection of AEC road vehicles, chiefly buses, was on display. The photograph shows a pair of Phorpres brick lorries.

Disappearing Prefabs

The popular nineteen-forties prefabricated house, originally intended for a short lifetime has proved surprisingly durable. However, even the prefabs are coming to an end. The large Excalibur estate at Catford in southeast London is being redeveloped although some residents are fighting a rearguard action. Compulsory purchase has been invoked and presently planned demolition is to be completed by about 2017. Six prefabs on the Estate were listed grade II.

Observant participants at the AIA Conference in Chelmsford may have noticed what appear to be prefabs in good condition in Ash Tree Crescent Chelmsford TL 696 067. The small houses in Ash Tree Close, Ash Tree Crescent, Beeches Close and Beeches Road were built in 1948. Do readers know of any other surviving examples?

Robert Carr

Cumbria

Redevelopment of the Backbarrow Ironworks site.

The original blast furnace on the site at the southern end of Lake Windermere was built in 1711-12 and the site remained in production until 1967, being one of the last blast furnaces in the country to use charcoal, only changing over in 1920.

Since the closure of the plant in 1967 there has been a gradual demolition of the surrounding buildings and deterioration of the main stack and its associated buildings. There had been a number of plans to build both houses and business units on the site with preservation of the stack area. The last one of these stopped when the developers ran into financial difficulty owing to the recession. South Lakeland Council has now approved a new scheme for a mix of affordable houses and business units along with a clause to ensure the industrial remains are conserved.

Graham Brooks

West Midlands

Walsall Leather Works Fire

The Boak leather works were destroyed by fire on 23 July. A mound of rubble and bricks is now all that remains following a devastating arson attack at a historic former leatherworks. Police launched an arson investigation amid calls for greater protection of listed buildings in the borough.

Kidderminster Carpet Museum

The museum was formally opened in the former Stour Vale Mill, Kidderminster on 19 October. A working power loom with galleries displaying the industry's development are the main attractions.

The Carpet Museum Trust, founded in 1981, was given £1.7m of lottery funding. Richard Pugh-Cook, the chairman, said: "It's been a long, hard road with a lot of help from a lot of people and 30 years of planning."

Interest in the museum project was stimulated by an exhibition at the Bowes Museum, Co. Durham of hand-loom weaving of 'Kidderminster' carpet. The exhibition was brought to Kidderminster in 1999 and its success increased public awareness. This led, in 2000, to the foundation of 'The Friends of the Carpet Museum Trust' to support the Trust in establishing a museum.

The Stour Vale Mill was the first purpose built power loom carpet factory in the world, constructed in 1855 on the initiative of Joseph Kiteley, Mayor of Kidderminster and a carpet manufacturer. Finance was provided by Lord Ward, later Earl of Dudley. For most of its working existence it was occupied by Woodward Grosvenor Ltd and latterly by Grosvenor Wilton Ltd. The main building is Listed Grade II. It is 300 feet long but only 19 feet wide.



Phorpres Lorries at Chingford

Photo: R Carr

Greater Manchester & North West

Clegg Street Railway Warehouse Oldham.

In January 2012, the Grade II Listed 1876 Clegg Street Railway Warehouse in Oldham was demolished after an emergency inspection by Officers from English Heritage and Oldham Council's Building Control team agreed it was unsafe. The warehouse was an unusual curved structure built for the Oldham, Ashton and Guide Bridge Railway. It was symmetrically planned with four loading bays. The basement and four floors gave 78,000 sq ft. The building was owned by Oldham Council but has stood empty since the 1960s becoming increasingly derelict. Oxford Archaeology North carried out a preliminary survey before the building was lost.

Ashbury's Rail and Carriage Works

SLR Consulting assisted by Manchester Region Industrial archaeology Society have recently completed a dig on the site of Ashbury's Rail and Carriage works in East Manchester. The site was a large and complex carriage and wagon works which operated from 1841-1926. Remains of several cupola and puddling furnaces were found together with the recuperator and flues from a later open hearth furnace. A more detailed report will be given in a later edition of the IA News.

Miller Street

Excavations at Angel Street near Miller St in Manchester in preparation for road widening have uncovered the remains of a complex structure of back to back house and cellar dwellings. This excavation also revealed the remains of a large WWII Anderson Shelter. Further evidence of Manchester's domestic building was revealed in a three week public dig in Hulme on the Birtley Fields site of extensions to the University campus lead by Archaeologists from Manchester Metropolitan University.

Mellor Mill Stockport

Mellor Archaeological Trust and the Rivers and Waterways Trust are to receive Part 1 funding for excavations in Mellor which will include the site of Samuel Oldknow's Mill which received a grant from the AIA last year.

Altrincham

The passenger girder bridge at Altrincham station is to be dismantled systematically and it is hoped that a home can be found for it on a heritage railway. Excavations will also start in the next couple of months on other sites of railway interest, principally at Victoria Station which was partly built on the site of Walkers Croft Burial Ground and at Exchange Station where there are possible remains of Medieval and Post Medieval Salford.

Peter Bone



Anderson Shelter Angel Street Manchester

Photo: Greater Manchester Archaeological Advisory Service

Cornwall

Cornish Mining World Heritage Site status under threat?

A suggestion by UNESCO that the resumption of mining at South Crofty could adversely affect the Cornish Mining World Heritage Site has been branded 'bizarre'. The plans to reopen the mine were discussed by the World Heritage committee at its July meeting in St. Petersburg. A report to delegates said: "The World Heritage Committee expresses its utmost concern that full details of the resumption of mining at South Crofty were submitted to the World Heritage Centre after planning consent had been issued, contrary to the Committee's request at the time of inscription and considers that these projects should be halted until an assessment has been made to their impacts".

Local MP, George Eustice, professed himself 'dumbfounded' and said: "The suggestion that the resumption of mining might damage a mining site is bizarre. Reopening Crofty enhances and brings to life the industrial heritage and strengthens the World Heritage Site". While Cornwall Council 'welcomed' the Committee's interest and announced it would work with DCMS to prepare a conservation report to show that the development respected the mining landscape while ensuring it could evolve to meet the needs of local communities. It further pointed out that the resumption of mining continued the tradition responsible for the designation of the landscape.

UNESCO also asked that work on the South Quay at Hayle – the first fruits of a regeneration promised since c1975 – be halted lest it 'harm the area's Outstanding Universal Value' and requested full reports for its next meeting – in June 2013!

Geevor Mine Wins Education Award

Geevor Mine has won a Sandford Award run by the Heritage Education Trust. Other winners included the Tower of London and the V & A Museum. The award winners have to satisfy set criteria in providing relevant and high quality educational resources and are assessed by a panel of independent judges, who include Ofsted inspectors, teachers, and heritage property-based education officers. Geevor previously won the award in 2007.

Plans for King Edward Mine

Cornwall Council is considering a major development plan for King Edward Mine. The aim is to increase visitor numbers and improve the site's financial stability. It includes the 'sensitive adaptation of redundant buildings'. £1.3 million will be spent to redevelop the former Count House and Carpenters' Shop as workshop spaces. The Assay Office will become a café at a cost of £250,000 and another £1.1 million will be spent on refurbishing the Boiler House and main Museum buildings. Funding for the project is being explored. The King Edward site has 17 Grade Two* listed buildings and is a key component of the World Heritage site. This exciting announcement came at the end of a very successful season at the mine, the high point of which was the hosting of the World Mining Student Games, held in the UK for the first time.

Graham Thorne

Yorkshire

York South Motive Power Depot

Anyone recently arriving into York Station from the south may have noticed extensive excavations just to the west of the running lines. At the south end of York Station, Network Rail are planning to build a new signalling and training centre. The site was known to have been the location of York South motive power depot.

Mark Sissons

This site had had a series of buildings on it. The oldest was a straight locomotive shed originally built in 1840-1 as a single road shed with small turntables leading to storage stalls for the locomotives. This was later rebuilt as a three road straight shed and demolished in 1963. This was followed by three roundhouses (built in 1850, 1852 and 1864 respectively). Each contained a

central turntable well and radiating stalls with inspection pits. Roundhouses one and two were probably designed by Thomas Cabry who, at the time, was engineer in chief to the York and North Midland Railway. Roundhouse three, the largest at 173ft in diameter, was designed by North Eastern Railway architect Thomas Prosser who was later responsible for the magnificent current York Station. While Roundhouse 1 was destroyed by fire in 1921, the other two were not demolished until 1963. The earliest two roundhouses had sixteen roads and the last one eighteen roads. The North Eastern Railway always referred to these structures as 'engine stables' rather than sheds. Adjacent to the round houses was a small octagonal office that was the shed master's office.

Initial trial trenches revealed significant remains of all four sheds. The preservation of the below ground remains of all five buildings is excellent. Parts of the site were subsequently covered with railway track when York Station was

enlarged in the 1930s. The accessible parts of the site have been fully excavated in advance of the proposed new build and the layout of the piles to support the new structures is being amended to ensure that there is a minimal amount of destruction of the existing archaeology. The excavation was directed by Phil Emery of Ramboll and AIA members Mark Sissons and Nick Beilby worked with Phil to provide input to the interpretation of the finds and the excavated remains.

Elsecar Newcomen engine

A grant of £425,000 has been offered by the Heritage Lottery Fund for the conservation of the Newcomen-type beam engine at Elsecar near Barnsley, South Yorkshire. This is the oldest steam engine still in its original location anywhere in the world. The Elsecar engine has been in the top ten industrial sites on the England Heritage At Risk Register.

PUBLICATIONS

Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

- Brewery History*, 146, Spring 2012; 147 Summer 2012; 148
- Brewery History Society Newsletter*, 57, Spring 2012; 58, Summer/Autumn 2012
- Bristol Industrial Archaeological Society Bulletin*, 136, Winter 2012
- Cumbria Industrial History Society Bulletin*, 83, August 2012
- Dorset Industrial Archaeology Society Bulletin* 34, September 2012
- Greater London Industrial Archaeology Society Newsletter*, 261, August 2012; 262, October 2012
- Histelec News: Newsletter of the South Western Electricity Historical Society*, 51, August 2012
- ICE Panel for Historical Engineering Works Newsletter*, 135, September 2012
- Industrial Heritage Association of Ireland Newsletter*, 40, June 2012
- Manchester Region Industrial Archaeology Society Newsletter*, 141, September 2012
- Merseyside Industrial Heritage Society Newsletter*, 317, July 2012; 318, August 2012
- Midland Wind and Watermills Group Newsletter*, 103, August 2012
- Northamptonshire Industrial Archaeology Group Newsletter*, 123, Summer 2012
- North East Derbyshire Industrial Archaeology Society Newsletter*, 47, August 2012
- Scottish Industrial Heritage Society Bulletin*, 63, June 2012; 64, September 2012
- Search: the Bulletin of the South Wiltshire Industrial Archaeology Society*, 96, September 2012
- Somerset Industrial Archaeological Society Bulletin*, 120, August 2012
- Suffolk Industrial Archaeology Society Newsletter*, 118, August 2012
- Surrey Industrial History Group Newsletter*, 188, July 2012; 189, September 2012
- Sussex Industrial Archaeology Society Newsletter*, 155, June 2012
- Sussex Industrial History*, 42, 2012

- Sussex Mills Group Newsletter*, 155, June 2012
- Trevithick Society Newsletter*, 156 Summer 2012
- Triple News: Newsletter of the Kempton Great Engines Society*, 43, Summer 2012
- The Vision: Newsletter of the Friends of Newport Transporter Bridge*, 1/12, Summer 2012
- WaterWords: News from the Waterworks Museum, Hereford*, Summer 2012
- Worcestershire Industrial Archaeology and History Society Newsletter*, August 2012
- Yorkshire Archaeological Society Industrial History Section Newsletter*, 86, Autumn 2012

New Series of Booklets – Greater Manchester Past Revealed

Much developer funded archaeology goes unreported apart from customer "grey literature". In order to counter this trend Greater Manchester Archaeology Unit (GMAU) in association with developers, local councils and archaeological consultants began publishing a series of high quality full colour booklets describing completed work. There are now six booklets in the series and work is continuing under the guidance of Greater Manchester Archaeological Advisory Service (The successor to GMAU) to add further editions to the series.

- 1 – Piccadilly Place: Uncovering Manchester's Industrial Origins
- 2 – The Rock Triangle, Bury: The Archaeology of an Industrial Suburb
- 3 – Discovering Coccium: The Archaeology of Roman Wigan
- 4 – Rediscovering Bradford: Archaeology in the Engine Room of Manchester
- 5 – Slices Through Time: Greater Manchester's Historic Character Revealed
- 6 – An Industrial Art: The Archaeology of Calico Printing in the Irwell Valley

The booklets are available from Oxford Archaeology North, Lancaster Tel: 01524 880 250

17-18 JANUARY 2013
GOING UNDERGROUND –
TRAVEL BENEATH THE
METROPOLIS 1863-2013
 See page 13

13-14 APRIL 2013
IRONBRIDGE WEEKEND –
WATERCOURSES AND
WATERPOWER

27 APRIL 2013
SERIAC
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13-18 MAY 2013
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 or Telephone: 01494 873677

8-15 AUGUST 2013
AIA CONFERENCE – DUNDEE
 Full details in the next edition of IA
 News

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

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



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



Our President's first hug ever from a Town Crier – Harwich



Cream tea at Wilkins Jam Factory

Photo: Jim Hawkins