

INDUSTRIAL ARCHAEOLOGY NEWS

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THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

FREE TO MEMBERS OF AIA



Photo Archives • E-Faith • Bus Stations
Country House Comfort and Convenience • Regents Canal



INDUSTRIAL ARCHAEOLOGY NEWS 164 Spring 2013

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COVER PICTURE

Adrian Stone caulking topside seams (Dec 2012) at
Windermere Steamboat Museum. See page 12
Photo: Lakeland Arts Trust

Giving your photos a future

Ken Howarth, a museum, archive & heritage professional, outlines how he has preserved and made accessible thousands of photos including many industrial archaeology pictures, taken over the last 40 years. Could Ken's approach offer a template for the AIA and its members?

How the Heritage Photo Archive came about

Inevitably, as the years go by, the question arises on what to do with all those slides and photos. The automatic answer is to deposit the originals with your local archive or museum service and that still remains a sensible option. However, when it comes to access, it is a different matter; the internet has changed everything. The internet should be seen as a way of offering access to scanned images that otherwise might not be easily available. There are certainly pros and cons to using the internet, indeed some societies and individuals only release material on CD or DVD to rigidly control access or to generate income. So, first of all, what are the advantages and disadvantages of the internet?

Advantages

- Images are instantly available across the world.
- The principle of 'archive multiplicity' means that if multiple copies are made the more likely it is that one set will survive into the distant future.
- Images can be publicly stored for free, e.g. on Flickr (see later comments).
- They can be Copyright or Rights protected.
- They can be sold or licenced to cover any costs.
- Images are stored in cloud storage. (although there is much discussion on just how reliable this actually is).
- Links and access to related groups, location of new images etc.
- It offers instant marketing and information exchange for your area of interest especially if a User Group is set up.

Disadvantages

- The images will need scanning, and indexing (tabs, key wording etc) and yes, it is a lot of work.
- Images can be copied. Despite all the protection available it is easy to copy images at low resolution – all you do is point your camera-phone at the screen. However, higher quality images are a different matter.
- Social networking sites should be avoided at all costs and it is important to retain as much control as is reasonable by watermarking ownership, left-click copy prevention, and to always watermark across the image.

Creating www.heritagephotoarchive.co.uk

Initially, I tried a large number of different services including Google Images, Picassa, Photoshop, Flickr, Coppermine etc. It soon

became apparent that what was needed was good quality commercial photographic software or a service that was not going to cost the earth. One of downsides of using any services on the internet is that you do not know if that company will suddenly cease trading or be taken over – and what happens then to the 10,000 images you have so painstakingly uploaded? (Answer: make sure you have backed them up to Gold Photo CD as you scan). After considerable research, I opted for www.zenfolio.com. They offer a good quality service at a sensible and affordable price and their staff are always helpful.

Setting up the Heritage Photo Archive

Pre-plan on paper what subject areas you wish to represent on your website. For example, on mine I have an Album setting *Canals*, which then has subdivisions (Galleries) on different canals and related subjects, eg *Manchester Ship Canal*, *Lancaster Canal* etc. I also include photographic surveys – images that make sense when kept together such as the *Manchester*, *Salford Junction Canal exploration photos*.

The Heritage Image Register

Originally, my approach was to put a website on the internet that reflected my own various eclectic interests that range from geology to waterwheels and natural history to archaeology. It then occurred to me, as a former archivist to a regional archive, that there must be 1000s of unseen photos – 'portals to the past' in lofts, filing cabinets, house-clearances and old albums – that were simply going to end up on the tip. I realised that what was needed was an 'Image Location Website' covering the North West of England & North Wales listing Photo Collections that had been saved or preserved – including my own. Each photo collection has ten sample images (there can be more by arrangement) all indexed with full contact information.

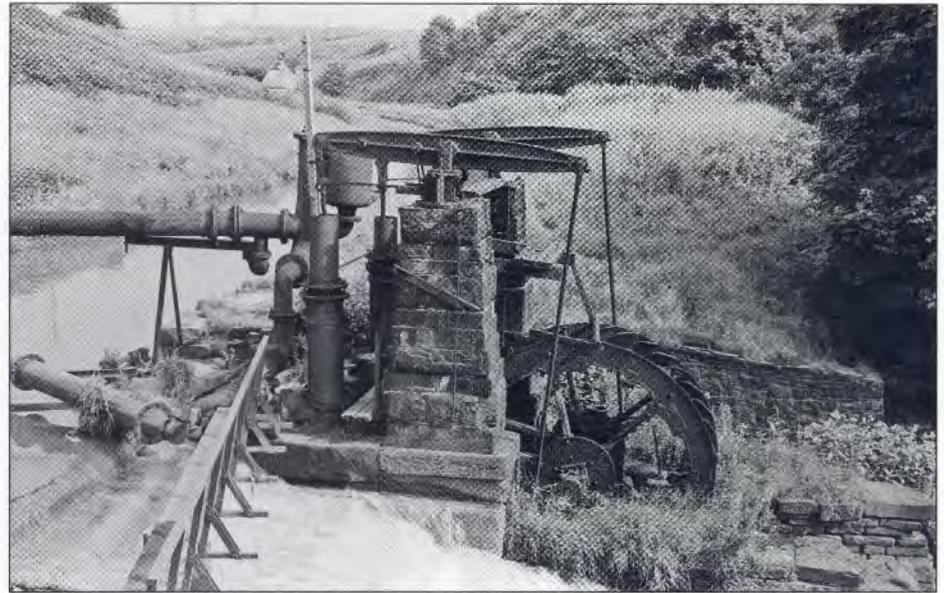
How it works in practice – The Harvey Collection

A couple who were retiring and moving out of the area, offered me an extensive collection of original photos and papers of the Backbarrow Iron Works, Low Wood Gunpowder works and the Backbarrow Ultramarine (Dolly Blue) works from 40 years ago. The Access agreement was reached and the photos and documents were scanned for the Heritage Image Register, the originals going to the local Record Office in Cumbria. Now everyone can enjoy the pictures and the originals have also been preserved for posterity. (To see the photos go on to www.heritagephotoarchive.co.uk and type "backbarrow" or "harvey" in the Search Box).



Backbarrow Iron Furnace pre 1982

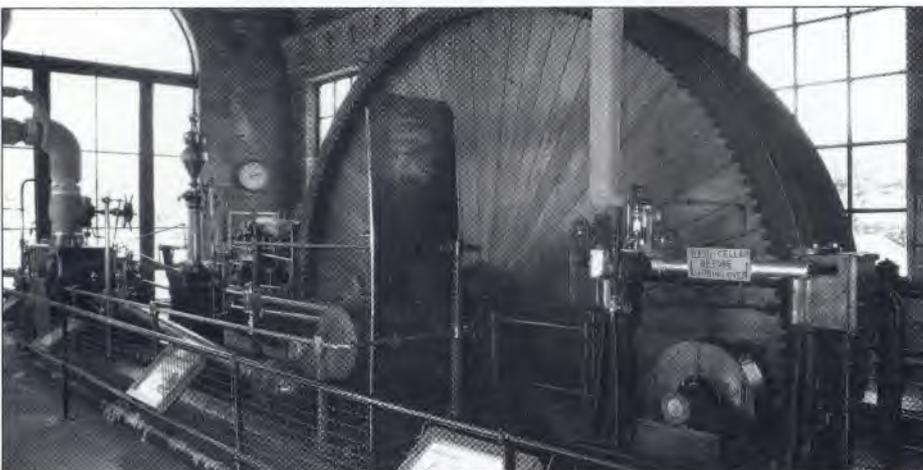
Photo: Harvey Collection



Mount Sion Radcliffe, waterwheel modified using parts from Boulton and Watt Engine



York Motive power shed 1968 (before conversion to NRM)



Bancroft Mill, Barnoldswick

The results of this co-operative approach have been extraordinary and discoveries of previously unknown photos are always a delight. Such was a nineteenth century album of the Brymbo Steel Works in Wrexham, North Wales; a one-off volume produced by the iron company management showing processes, furnaces and staff. In this case the owner wishes to keep the album but is happy to share the images. See what I mean?

Interpreting photographs.

The writing of meaningful captions and Photo Gallery information is essential if users are to understand what is in the picture they are seeing and its significance. Good high-quality tabbing or key-wording is also essential, not just for the Internet search engines to find your site and photos, but also for you to locate your own and similar images you may be completely unaware of.

Some photos lend themselves to a digital presentation approach. You can see examples of this in my You Tube Channel – [kenhowarth2](#) – (Simply type this into Google). There are 42 short interpretive presentations on coal mining, waterwheels, quarrying, steam cranes, steam buses, and rope-making.

A Template for the AIA?

Clearly there must be thousands of photos, slides and images held by members of the AIA with images going back many years. The question is what to do with them. If they remain in that box in the loft or the album in the filing cabinet then no-one will ever see them and the chances are they will not survive. Doing nothing is not an option and frankly now is the time to act before the information is lost from those who actually took the photos. This is where the AIA could play a major role in much the same way as The Heritage Image Register on my website; individuals could have their own Gallery under their name, anonymously or under subject – with



Exploring the 'lost' tunnel of the Manchester and Salford Junction Canal 1973

East Peak Regional Route of Industrial Heritage

The European Route of Industrial Heritage (ERIH) is seeking to create a new Regional Route in the East Peak. This would link and promote industrial sites in the area for their mutual benefit and for the general benefit of the region. They are working with the East Peak Innovation Partnership (EPIP) who are funding the development work for the new route.

The East Peak covers the rural communities of West Barnsley, North Sheffield, Kirkburton and Denby Dale. The area played an important role in the early development of the iron, coal and steel industries as well as having strong links with other key industries, including glass and textiles. The establishment of an 'East Peak' route or trail is intended to complement the work being done by the East Peak Industrial Heritage Support Programme and other work being done by EPIP to promote tourism networks and visitor attractions across the area. There is also good potential for the project to become a national or even transnational project, as cooperative working and sharing ideas and best practice between groups from different regions and countries is one of the things that ERIH is set up to do.

Through its extensive network of Anchor Points, Regional Routes and Theme Routes, ERIH seeks to present Europe's common industrial heritage to wider and larger audiences. Established in 1999, it is a network of industrial heritage visitor attractions spread across Europe. The concept for ERIH was based on the Route Industriekultur in the Ruhrgebiet in Germany, which has been successful in transforming the rich industrial heritage of that region into a major tourist attraction and cultural resource. ERIH has taken the concept of the Route Industriekultur,

applied it at a European level and established an international network of industrial heritage sites and attractions.

Currently, ERIH covers more than 850 sites, large and small, in 32 European countries. These sites include over 80 Anchor Points which form the 'backbone' of the 'virtual routes'. These are the larger visitor attractions which offer the highest levels of visitor facilities.

ERIH's current focus is on the establishment of Regional Routes which present and promote the industrial heritage of particular regions or local areas. There are currently five Regional Routes in Britain: Cornwall, South Wales, Northwest England, (Lancashire and parts of Cheshire), the Heart of England (Birmingham, the Black Country and the Severn Valley) and 'The Industrious East' covering Norfolk, Suffolk, Essex

and parts of Cambridgeshire www.erih.net/regional-routes/great-britain

and parts of Cambridgeshire www.erih.net/regional-routes/great-britain

Although they are called Regional Routes, they do not necessarily involve an actual physical trail (e.g. walks or cycle routes). The Regional Routes are really networks of sites and heritage attractions and related tourism facilities (e.g. restaurants and accommodations) that have historical or regional connections. However, existing trails could, of course, be promoted and linked together through the ERIH initiative.

More information is available at www.erih.net. The development work for the route is being funded through the East Peak Leader Programme (with funding from Defra and the European Union). For more information please visit www.epip.org.uk.

Ken Howarth

www.heritagephotoarchive.co.uk

(Including the Heritage Image Register project)



Rockley Furnace

Comfort and Convenience in the Country House

AIA President Marilyn Palmer and Council member Ian West describe their research into the impact of technology on the country house.

The country house and its estate dominated the economic, political and social life of rural Britain for hundreds of years, in many cases until the middle of the twentieth century. In the medieval era, wealthy landowners wanted fortified houses which protected their wealth and demonstrated their power but, by the eighteenth century, they were increasingly keen to show off their refinement and create more comfortable accommodation for themselves and their guests. Their wealth allowed them to utilise the latest inventions and, since 2008, the Country House Technology project, based at the University of Leicester, has been studying the ways in which owners adopted new technology and the impact this had on the house and its occupants.

By definition, country house estates were remote from urban areas and consequently had to be self-sufficient in the provision of utility services such as water supply, sewage disposal, gas and, later, electricity supply. Within the house, servants who had been banished to remote service wings were summoned by bells, speaking tubes and then telephones; hoists, lifts and even railways moved goods around and central heating and plumbing systems raised comfort levels and eased the servants' workload. The decline in income from agriculture from the 1880s helped ensure that many houses remained un-modernised until they passed into the care of bodies such as the National Trust in the twentieth century, so these properties contain some of the earliest surviving examples of many types of domestic technologies.

In the course of their research, the project team has visited over 80 properties all over the British Isles, recording the surviving evidence of



Burghley bells

technology within the houses, but also focussing on remains within the estates that might be more familiar to industrial archaeology enthusiasts, such as gas, water and sewage works, electricity generating plants and saw mills. Some interesting patterns in the adoption of new ideas have emerged: it is well-known that the *nouveau-riche* industrialists and financiers, who built or took over many country houses from the middle of the nineteenth century onwards, were often in the forefront of domestic innovation; William Armstrong's house, Cragside in Northumberland, is one of the most famous examples. However, the role of long-established landowners, such as the Dukes of Devonshire and Marlborough, and bachelor owners such as the eccentric fifth Duke of Portland at Welbeck Abbey, in championing new technology has received less attention until now. Some innovations were adopted more readily than others; in general, country houses were slow in installing gas lighting – and, when they did, it was usually confined to service areas – but quick to embrace electricity. Indeed, some owners of country houses, including the third Marquess of Salisbury at Hatfield House and Sir David Salomons at Broomhill, were notable pioneers of the embryonic electricity industry. Installation of modern plumbing and sanitation was also surprisingly erratic, with many owners providing bathrooms and water closets for their servants long before they stopped using hip baths and commodes themselves.

Most importantly, a detailed study of the house's technology can provide new insights into the ways in which the household and servants interacted, a good example being the service bells, both mechanical and the later electrical varieties. Visitor interest in this aspect of country houses has increased enormously in recent years, fuelled by television series like *Downton Abbey* and the growth in family history research. Many properties are opening up their service areas to

the public for the first time, and the Country House Technology Project's work is assisting in the interpretation and presentation of several of these. With neat symmetry, modern forms of these historic services, such as hydro-electric generation, rainwater harvesting and reed bed sewage plants, are being re-introduced on to some estates as owners seek more sustainable ways of running their properties.

One of the project's achievements was organising a hugely popular weekend conference held in Oxford in 2010; a book based on the proceedings of this, entitled *Country House Technology*, has just been published by Shaun Tyas of Donnington, Lincolnshire. As well as providing a general introduction to the subject, this book contains 12 essays on specific technologies such as lighting, gas and electricity generation, sanitation and security, together with case studies of a number of notably advanced properties, including Holkham Hall and Lanhydrock; it also looks beyond the house at the technologies employed in kitchen gardens, model farms and estate industries. The project team is also currently producing a comprehensive book covering the whole range of domestic technologies on behalf of the National Trust, which is due to be published around 2014. In a further illustration of the burgeoning interest in these historic services, Heritage of Industry is organising its first study tour exploring 'How the Big House Worked' in south-west England in April this year.

More information on the work of the Country House Technology Project can be found at: <http://www2.le.ac.uk/departments/archaeology/research/centre-for-historical-archaeology/research-1/country-house-technology>

For details of Heritage of Industry's first Country House Technology tour, visit: <http://www.heritageofindustry.co.uk/>

Marilyn Palmer and Ian West



Culzean Retort House

E-FAITH London Conference October 2012

Last year's European Federation of Associations of Industrial and Technical Heritage (E-FAITH, www.e-faith.org) conference was held in London on 26-28 October under the auspices of the AIA and the Greater London Industrial Archaeology Society (GLIAS). What a splendid event it was. Following registration at the Tavistock Hotel in Bloomsbury, delegates enjoyed a first rate visit to the early nineteenth century House Mill, Bromley by Bow, courtesy of GLIAS secretary Brian Strong. A number of mill experts in the party made this a particularly enlightening tour. Back at the hotel we had the opportunity of getting to know some of our visitors from the Continent.

The centrepiece of the conference was the Saturday at Toynbee Hall, Whitechapel, packed with short presentations. After a welcome by Professor David Perrett on behalf of GLIAS, Geoff Wallis of GW Conservation (Dorothea) gave a timely review of health and safety practice in working historic museums ending with the difficult issue of dust extraction in working flour mills. At Bristol it has been suggested that railing should be put up round the edge of the dock to prevent people falling in the water. At the Industrial Museum there, now M-shed, a dockside electric crane has been restored to full working order and by means of an ingenious external lift

it is now possible for the public to visit the cab of the crane.

There were presentations on Cornish mining by Kevin Baker, the Catalan volunteer association and the 25 Catalanian industrial museums by Assumpció Feliu, and Natalia Fiorentin on the ancient mines of Usseglio (Turin, Italy). Ros Kerslake from the Prince's Regeneration Trust outlined the important work that the Trust is carrying out at Middleport Pottery, Burslem, and Grimsby Ice Factory. The morning session ended with Hans-Günter Hallfahrt's dramatic tour of stunning industrial architecture in Frankfurt.

After lunch, generously paid for by GLIAS, Professor Jennifer Tann spoke on the diminishing number of mills in the Stroud Valley and the work of the Stoudwater Textile Trust and Dr Peter Jarvis gave an amusing and instructive lecture on the Ffestiniog railway. Edith Joseph introduced us to Neuchâtel and the three lakes region in Switzerland. We heard about paddle steamer restoration and the study of paint layers – 22 of them. Neuchâtel is also notable for industrial watch making and Suchard chocolate.



Martin Kivit

Photo: Mike Quinton

building in Flanders not by Hennibique. Now a brownfield site, the old Petrol Harbour will be redeveloped as Bluegate – a new industrial area. Most of the industrial heritage is endangered: a campaign is being fought to retain some of the surviving historic remains.

We had a presentation in French by Bridget Petit on the Fédération des Moulins de France, an association with 3,000 members, and the European project Chargé de mission (RESTOR Hydro). From Ilario Saccomanno we heard about the remarkable early reinforced-concrete airship hangar at Augusta in Sicily. Dating from 1917 the design was by Antonio Garboli. Ilario gave his lecture in eloquent and beautiful-sounding Italian but the text on the screen was in English – a helpful idea.

Jan van de Veen gave a delightful talk on the 1883 steam pumping station at Nijkerk in the Netherlands. There is a nature reserve here as well as the industrial archaeology – giving an increased use of the visitor facilities. In 2010, during a flood emergency, the steam engine pumped continuously for 26 hours. When not in steam entry to the pumping station is free. Finally, Daisy Vansteene introduced us to the Grand Hornu mining complex, and the coalmines at Bois-du-Luc, le Bois du Cazier and Blegny: four major sites in Belgium which since July 2012 have World Heritage Site status.



Prof David Perrett

Photo: Mike Quinton



Prof Jennifer Tann

Photo: Mike Quinton

From Dr Jurr Kingma we learnt about a model of a surprisingly early muscle-powered paddle boat in the Rijksmuseum, Amsterdam, and Martijn Kivit of Erfgoed Installaties described his building services work and an iron foundry in the east of the Netherlands. We were given quite a jolt by Nico Kupfer's account of the rapid growth and speed of modernisation of Berlin over the period 1880-1910, making the German Capital probably the most advanced city in the world – Electropolis. By 1903 electric trains had been developed that could exceed 200 kph and Berlin was transformed into a capital of the second industrial revolution. There are still many industrial remains.

Adriaan Linters described the situation at Antwerp's early Petrol Harbour which at 54 hectares was in 1902 the largest in Europe. Built by the American Petrol Company, surviving structures include an early reinforced-concrete jetty of 1903 and the earliest reinforced concrete



Ilario Saccomanno

Photo: Mike Quinton



Assumpció Feliu the new President

Photo: Mike Quinton

There is insufficient space here to do justice to the above topics but it is hoped to cover some of the contributions in more detail in later issues of I A News. At the end of the meeting it was agreed that next year's E-FAITH Conference will be held in Switzerland at Neuchâtel. It sounds well worth going.

At the meeting in London Paul Saulter retired as President of E-FAITH to be succeeded by Assumpció Feliu. Paul became President in January 2011 at a meeting of the E-FAITH Board in Barcelona and at the same time Assumpció Feliu was co-opted as Vice-President. Paul made it clear he did not wish to continue for more than two years and this established the idea that an E-FAITH President does not continue indefinitely. Annual Industrial Heritage Weekends are now a regular feature; last year's was held at Tilburg in the Netherlands. They are a very effective way of getting people together. Dr Jurr Kingma from the Netherlands joined the E-FAITH Board and is proving an invaluable member.

Dr Paul Collins and Paul Saulter took part in the founding three days in Barcelona. It was at this meeting, two years ago, that the acronym E-FAITH was decided upon. Paul Saulter has proved a very effective President, guiding the Federation through its crucial formative years. Assumpció will doubtless carry E-FAITH forward to new heights. Her association is the Associació del Museu de la Ciència i de la Tècnica i d'Arqueologia, based in Terrassa, Spain.

After the intensive programme at Toynbee Hall, delegates adjourned to the Kirkaldy Testing Museum, Southwark, where welcome hospitality was provided by GLIAS and Colin Jenkins explained the working and purpose of the unique hydraulic testing machine. Our visitors were interested in the machine and the building and the fact that both had been listed together.

On Sunday the morning was spent at Brentford in West London at the Musical Museum,

where there was an opportunity to see its collection of automatic instruments and the session was opened by a short demonstration of their magnificent Wurlitzer Organ. John Porter gave us a brief history of the area and its industrial past, including the gas works which supplied much of West London, leading into a fuller account of the role played by the river and the Grand Junction Canal and from there seamlessly into the history of London's water supply and the Kew Bridge pumping station. He showed how a team from Crofton on the Kennet and Avon canal had made an arrangement with the Metropolitan Water Board and set about bringing first the 1820 Boulton and Watt and then the 90 inch steam engines at the Kew Bridge Works back to life in 1975. Thus was born the present-day Museum of Water Supply. John gave an instructive insight into the challenge of keeping the museum open with their very small band of competent drivers and limited visitor numbers. An important aspect of his talk covered the obligations and responsibilities of operating steam engines. Issues concerning health and safety have to be faced, not least the responsibility of ensuring that the machinery is fit for purpose, inspected against a written plan and schedule, maintained to predefined standards and operated by adequately trained and competent personnel. The dilemma for steam museums is that this is not what attracts volunteers. The Kew Bridge museum is greatly aided by a large engineering group who are totally up to speed in these matters. After this very useful presentation, everyone walked to the Museum to see the giant Cornish beam engines in action and a warm museum was especially welcome as the weekend was notable for its cold weather. This was a really memorable action-packed weekend and almost all the visitors from the Continent were visiting Three Mills, Kirkaldy's and Kew Bridge for the first time. What a feast they had!

An impression taken away from the Conference was that on the Continent industrial archaeology is still quite a youthful activity resembling the situation in Britain say in the early 1980s. Moreover young people are coming forward to take over the work of the early pioneers, something we see little of here. Industrial archaeology in Britain is an old subject, and as far as volunteers are concerned perhaps even in decline.

The E-FAITH meeting clearly demonstrated the strength and importance of volunteers and volunteer associations for the conservation and presentation of industrial and technical heritage in European countries. The project for a European Industrial and Technical Heritage Year was discussed. More than 100 associations from 18 countries have already endorsed the idea which, based on volunteer initiatives and associations, is scheduled for 2015. A steering committee will prepare and co-ordinate the initiatives that will be taken in the various countries.

For the conference held in London in October 2012, special thanks are due to the AIA for sponsoring the event and making possible the hire of Toynbee Hall, Professor David Perrett and Geoff Wallis for opening the proceedings, and to Sue Hayton and members of GLIAS for conducting the party about London on public transport. Bill Barksfield and Heritage of Industry deserve thanks for producing the conference booklet and thanks are also due to the volunteers at Three Mills, Kirkaldy's, and Kew Bridge, John Porter for his lecture and help in arranging the Sunday morning, E-FAITH President Paul Saulter, who brought the Weekend to London, and of course the secretary of E-FAITH, the indefatigable hard-working Adriaan Linters. As previously mentioned, the next E-FAITH conference will take place in Neuchâtel, Switzerland, in the autumn of 2013.

Robert Carr

Ironbridge Weekend

13 – 14 April 2013

Water Courses and Water Power

The Coalbrookdale valley is a prime example of the way that water power could be captured to serve industry. A series of pools over one mile fed the water wheels to drive a concentrated scene of ironworks, from blast furnace bellows to boring engines and smithing hammers. The 16th-17th century watercourse and two of its six pools survive and recently underwent a massive renovation programme. Saturday's session will explore this and other water-powered projects, including a guided walk along the route led by local experts. Paul Belford, who led the archaeology investigation, and Harriet Devlin, who leads regular walks along the route, will share its secrets. *It can be a wet and muddy walk. Be sure to bring suitable footwear.* We will also hear how the Industrial Heritage at Risk project is progressing from the Industrial Heritage Support Officer, Ian Bapty.

There'll be a social event on Saturday evening including a meal at Cherry's, and on the Sunday morning a visit by coach to recent excavations at Pitchcroft Mine in Lilleshall and then on to an iconic mid-18th century working water mill in Bridgnorth. Daniel's Mill has the usual history of alterations, at times assisted by steam power, though today its 38ft iron wheel is water-driven. The coach will return to Coalbrookdale after lunch when there will be an optional (free) visit by car to water-powered sites on the Linley Brook.

Saturday morning and afternoon £15 includes coffee, lunch and the site visit

Saturday evening £17 includes evening meal and after dinner presentation

Sunday morning £25 includes coach, admission, guided tour and lunch

For more information on the programme and advice on accommodation etc visit the AIA website or contact David de Haan on aia-enquiries@contacts.bham.ac.uk



Water power in Coalbrookdale

Photo: David de Haan

South & North – A Tale of Two Bus Stations

In Slough the Brunel bus station has been replaced by an eye-catching shiny new structure. In Preston the large bus station there is achieving nation-wide fame but the local authority has insufficient funds to maintain it.

The Brunel bus station to the south of the railway station in Slough has been demolished. It was opened in 1975, the accompanying photograph, courtesy of Wikimedia Commons, was taken by Robert Neild in August 2006 and shows the building in all its period glory. Buses were accommodated at ground level with the upper part a multi-storey car park.

Externally the upper three floors were faced with lattice-grid precast concrete panels giving the building a feeling of lightness. Brickwork corner towers contained the staircases, and lifts made by the Express Lift Company Ltd of Northampton. Cars accessed the upper floors by means of ramps; there was a spiral exit ramp. A much appreciated feature of this car park was the total absence of pillars between parking spaces. This made parking delightfully easy – more recent

multi-storey designs seem plagued with pillars. At ground level buses drove straight through; there was no reversing. A subway connected the bus station to the town centre.

Although clearly a good design, as with many buildings of the period, maintenance was insufficient and in recent years the Brunel bus station was in a deplorable state. The option to refurbish and upgrade the building earlier had been neglected and demolition was the chosen solution.

To replace the Brunel bus station an iconic new bus station was built nearby on the former site of Compair House, Wellington Street, and opened to the public in May 2011. Designed by Matthew Bedward of BBLUR Architecture, the innovative design is intended to provide a landmark building in the 'transport hub' area of

the town. The same architects are designing further public areas close by in a harmonious style to form a new Heart of Slough, the intention being to make this a more pedestrian friendly place.

The wavy architecture of the new bus station was inspired by the idea of different wavelengths of light. Sir William Herschel FRS (1738 – 1822), whose house was quite close to the new building, carried out a famous experiment in 1800 in which he discovered infra-red radiation. The new bus station is clad in aluminium shingles intended to create a softly textured metallic surface, changing in character with varying lighting conditions.

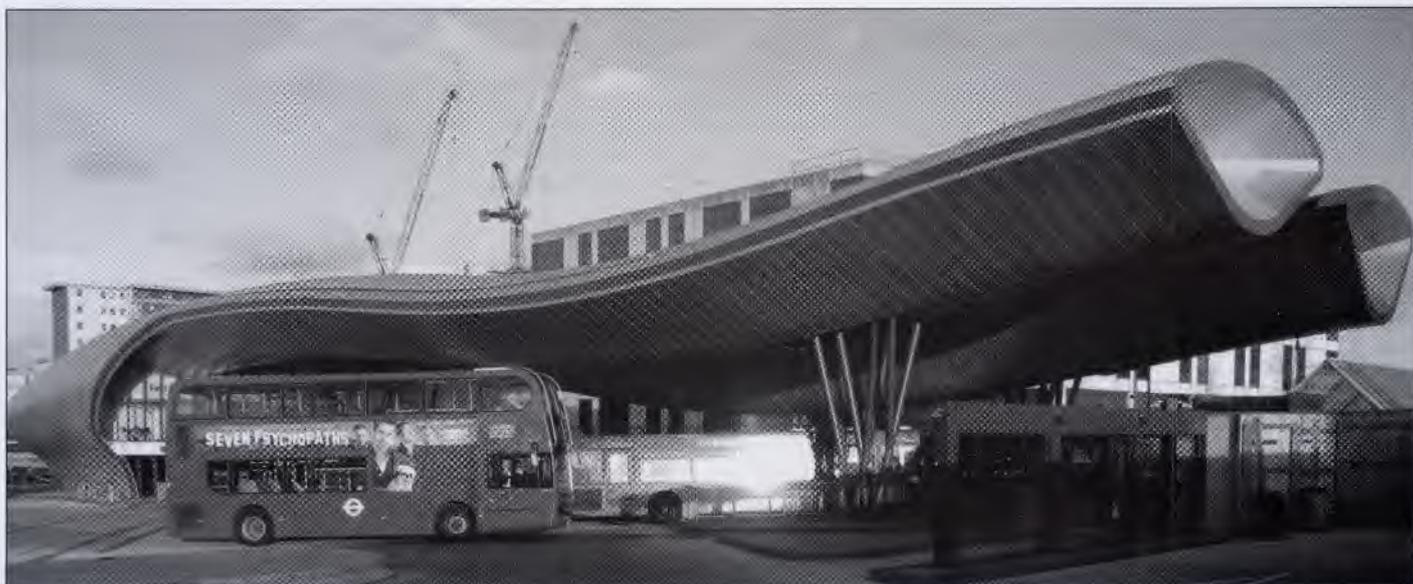
Compared with the old Brunel bus station, the new bus station is relatively small. There are just ten bus bays – compared with say 80 at Preston. As is now becoming the norm, reversing is necessary when buses depart and this is unpopular with drivers. In cold or wet weather, waiting for a bus under the wavy roof is said to be less comfortable than in the old enclosed Brunel bus station but you can eat modestly priced warming porridge in the new bus station café and watch the real-time bus departure screen which shows exactly when your bus will come. At any rate, for the new facility the wow factor is terrific.

For about twelve years Preston bus station has been under threat of demolition. The largest bus station in Europe when it opened in 1969, it is one of the country's most dramatic public buildings of the period. The architects were Keith Ingham and Charles Wilson of Building Design Partnership (BDP) with E H Stazicker, the borough engineer and surveyor. Ove Arup and Partners were the consulting structural engineers. The Building Design Partnership was formed in Preston in 1961 and is now an international firm of architects and engineers employing over 1200



Brunel Bus Station Slough 2006

Photo: Robert Neild



New Bus Station Slough

Photo: Robert Carr



Preston Bus Station

Photo: Robert Carr

staff in the UK and abroad. Highly regarded, the Partnership has won at least three RIBA Awards in the last ten years

At Preston bus station eighty double deck buses can be accommodated at a time, forty on each side. The upper part of this great bus station is a multi-storey car park with space for 1,100 cars. They certainly thought big in those days. On the upper floors there are offices for bus companies. This bus station is remarkable for the quality of materials used in its construction. The black rubber floor tiles were made by Pirelli and the extensive white tiling is by Shaws of Darwen. Barrier rails, doors and seats are made from oiled iroko wood. The interior still has signs with Helvetica lettering and there are Swiss railway-style clocks. A survey conducted by the Lancashire Evening Post in May 2010 found that Preston Bus Station was Preston people's favourite building, used on average by 56,000 people a day.

To celebrate the 50th anniversary of the Building Design Partnership a substantial exhibition '61/11 Continuous Collective: BDP at 50' was held in May and June 2011 at the Royal Institute of British Architects in London. Half a century of the partnership's work was featured using models and images of some of BDP's major projects, such as the award winning University of Bradford. The Partnership's Preston Bus Station was prominent.

English Heritage and the Twentieth Century Society have proposed Preston bus station for listing twice but both times it has been turned down by the Culture Secretary of the time. Last year the bus station was put on the World Monuments Fund's list of buildings at risk. A University conference was held recently and Owen Hatherley who writes for the Guardian newspaper claimed that Preston bus station is a masterpiece. Now a cause célèbre, in recent

months the bus station has become a place of pilgrimage for journalists and there has been a succession of articles giving personal impressions of their visits.

The opinion of a journalist visiting Preston might be paraphrased thus:-

Preston bus station is considerably more than just a collection of bus stops with car parking. Here is a Bus Station and multi-storey car park with a voluminous interior reminiscent of an airport lounge, with cafés, newsagent, hairdresser and so on – a significant public building. What might have been a mundane thing was made as comfortable and pleasing as possible. Even now, the building, shabby from neglect and in need of maintenance can be appreciated as it was intended. The wood, tiles and metal of the interior and the op-art concrete waves of the facade are of real quality. Only the most expensive prestige architecture for the really wealthy is currently this well-made. Sadly, however, though being a good public building, needing expenditure in economically depressed Lancashire, Preston bus station has become something of a white elephant.

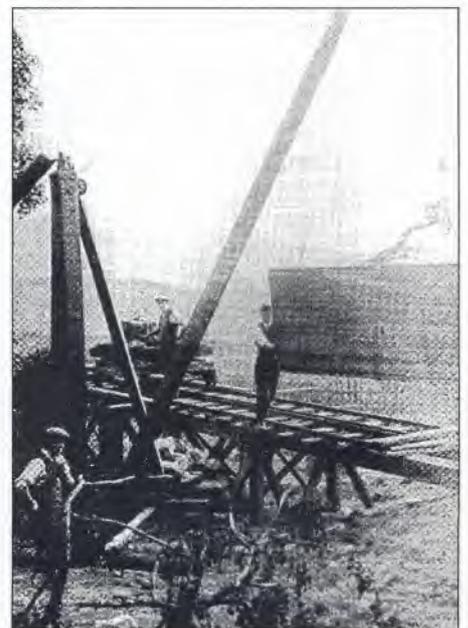
On 7 December 2012, Preston City Council announced that the bus station would be demolished although it is understood that this is not to take place in the near future and the Council would be prepared to listen to fresh proposals. Heritage bodies are working on a plan to save Preston Bus Station from demolition by finding dramatically cheaper refurbishment options.

Robert Carr

Apologies from the Editor

The picture of the Newcomen Engine on the cover of the last edition is not of the Rowley Regis engine but of the engine from Fairbottom Bobs, Park Bridge, Ashton-under-Lyme. The Rowley Regis engine, amongst several others, is also thought to be at Dearborn.

A very interesting article on further excavation at Fairbottom Bobs was published in *IA Review XXVI.2* in 2004 by Mike Nevell and others. Thanks to AD George and others for making me better informed.



Henry Ford's men loading the Fairbottom Bobs engine for transport to the USA

Regent's Canal 200

October 2012 was the two hundredth anniversary of the start of work on the Regent's Canal in London. Rather like the M25, it was built in the country beyond the built-up area. Following a semi-circular route it was a broad canal, the locks were capable of passing boats 14 feet wide. Nearly 9 miles long, when it was opened in 1820 it provided a through route from the Grand Junction Canal at Paddington to a dock on the River Thames at Limehouse.

The architect, John Nash, was a director of the canal company and was able to interest the Prince Regent who gave his support, allowing the canal to be called the Regent's Canal. The work was delegated to Nash's assistant James Morgan and construction began on 14 October on the section of the canal from Little Venice, Paddington, to Camden Town. In 1813 Thomas Lord's Cricket Ground was moved about 250 yards to the northwest to its present site to make way for the Canal. The section as far as Camden Town was opened in August 1816.

As the line was extended eastwards from Camden Town, progress was beset with difficulties and the completion of the canal proved far from straightforward. Funds were embezzled and the scheme had an implacable enemy in the shape of the powerful lawyer, William Agar. He lived near the intended route of the canal at Elm Lodge, St Pancras, and did all in his power to stop the canal. Having the Prince Regent as patron was a mixed blessing. Some of the aristocracy opposed the canal simply because Prinyy was in favour of it.

The major civil engineering work was the Islington tunnel, nearly a thousand yards in length, passing under an area already built up with houses; this tunnel was opened in 1818 and the section from here to Limehouse on the River Thames was opened in August 1820. Thus a through route was finally established round the north of London linking the Thames to the entire national canal network at Little Venice, goods being transhipped from sea going ships to canal craft in the Regent's Canal Dock at Limehouse. For many years coal was a principal cargo and highly profitable. Although an architect rather than an accomplished civil engineer, Morgan rose to the challenge of building the Regent's Canal and on the first part of the line to Camden Town acquitted himself well, later earning praise from Thomas Telford. Morgan remained the canal company's engineer until 1835.

Robert Carr

In 1927 the canal became part of the Grand Union Canal Company which united the canal system from London to Leicester and Birmingham. Technically the Regents Canal and Dock Company bought the Grand Junction Canal and others. The new management reversed the decline of the 1920s and tonnage rose from 8999 tons in 1931 to 168,638 tons in 1941. In 1969 the Regents Canal Dock was closed effectively ending any hope of further commercial use



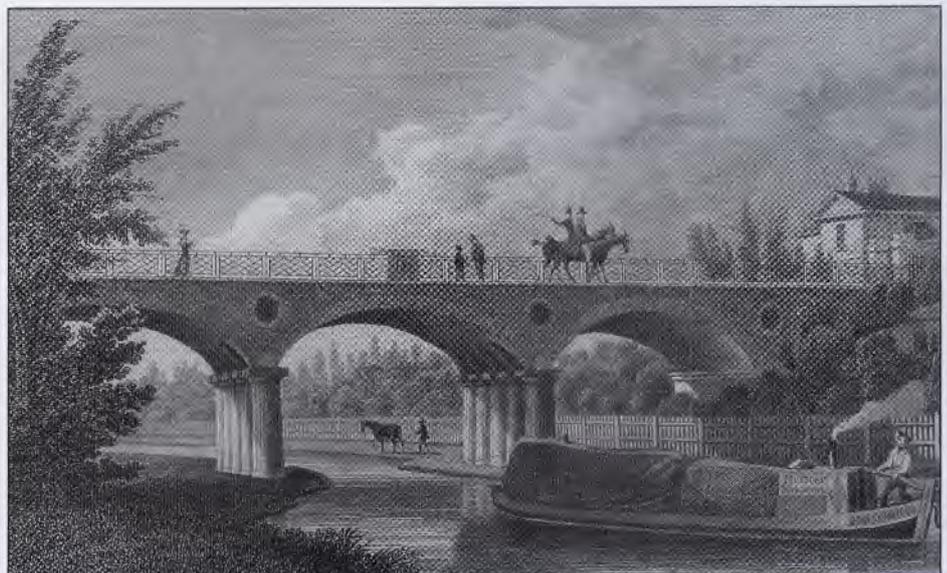
City Basin Regents Canal 1822

Picture: Thos Shepherd



Double lock and east end of Islington tunnel 1827

Picture: R Ackermann



Macclesfield Bridge, Regents Park 1827 – Plate dedicated to James Morgan Esq, architect

Picture: Thos Shepherd

Tayside to Deeside

Our beautiful city on the silv'ry Tay,
Is ready, willing and able to welcome the AIA.
These learned folk in 2013 are coming to see
Its remarkable industrial archaeology.

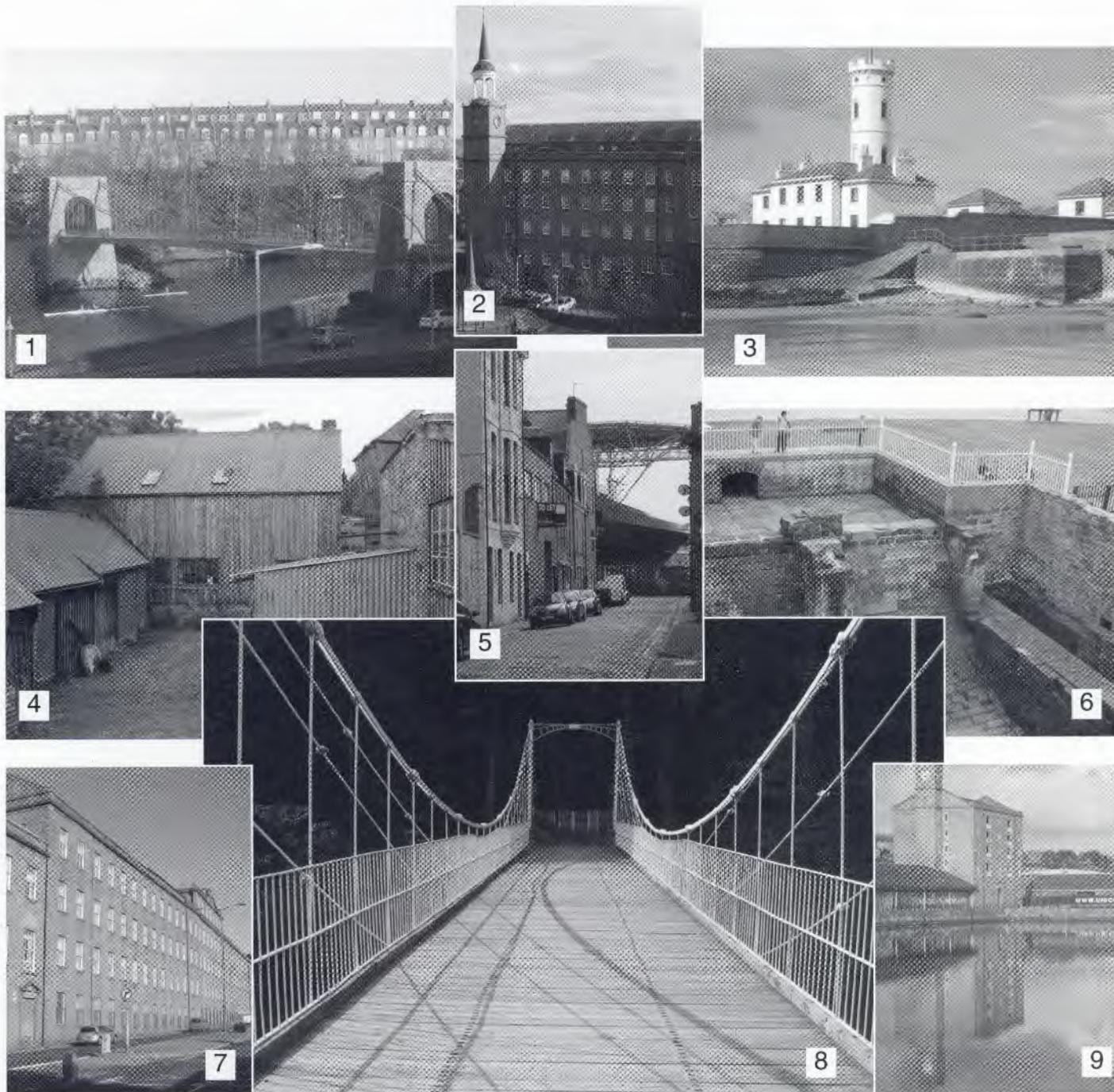
Graham Thorne With apologies to William McGonagall.

Enclosed with this edition of IA News are the details and booking forms for the 2013 AIA Conference at Dundee, *Tayside to Deeside*.

The conference will follow the established pattern with a pre-conference seminar on Friday morning on Iron and Steel Bridges and Structures with a

programme of local visits in the afternoon. Saturday will be occupied by a series of talks followed by a Civic Reception and the Conference Dinner which will be on the 1824 preserved frigate *HMS Unicorn*.

On Saturday, following the AGM, there will be the Rolt Lecture by Miles Oglethorpe and for the rest of the week the organisers have put together a magnificent programme of visits. There are shipyards and light vessels, corn, cotton and of course jute mills, steam power and water power, railways, bridges ancient and modern and numerous other delights. The biggest problem may well be which combination to choose! *The Editor's only disappointment is that there does not seem to be any mention of marmalade.*



1. Wellington Bridge; 2. Dens Works; 3. Signal Tower Arbroath; 4. Finzean Saw Mills; 5. Aberdeen Harbour; 6. Stanley Mills Wheelpit; 7. Tay Works Dundee; 8. Craithie Bridge; 9. Victoria Dock Dundee

All photographs © Historic Scotland

Osprey Update

The AIA were pleased to be able to help support the restoration of the Lakeland steamer Osprey through our Restoration Fund and are delighted to have this report and to hear how the work is progressing.

Structural work to Osprey's internal framework is now completed, including seven new teak planks, some of them full length, and a new keel and stem that have been bolted into position. Curved templates were made of each part of the stem, then taken to felled oak trees in Devon, Hampshire, Oxford, Northumberland, Cumbria and Hull, where the curved oak branches were matched to the templates, then cut to the correct thickness and transported to the museum for seasoning and fitting. As well as the grown frames, some new steamed frames have also been fitted, and this provided a useful learning experience for apprentices from the 'Keeping History Afloat' training scheme, who were on a placement with our conservation workshop team at the time. Sanding and caulking took place over the summer and early autumn while, in our dedicated varnishing area, our trained team of varnishing volunteers have been conscientiously applying varnish. In November, volunteers from the Heritage Lottery Fund joined them for a morning and, under careful supervision, played their own part in applying a coat of varnish to the hull.



SL Osprey

Photo: Mark Sissons

Craning Osprey's cabin back into position was a milestone moment in October, and one of the more dramatic steps forward in a process where much of the essential and time-consuming work is not immediately visible. Now the focus is on installing the engine and boiler. While work to the hull and cabin has been progressing, our skilled and dedicated volunteer engineers have been inspecting, cleaning and recording the rare 1901 Sissons compound steam engine (no 591), one of only two made to that design. Work on the bearings and crankshaft has been completed and, now that structural work to the boat has been completed, they can do what they've been craving for so long – fit all the pipes and get steam up!

Meanwhile, research has begun into details of interior furnishings. We still have the furnishings which were used when the boat was last in operational use, but are investigating options for replica seat cushions and cabin curtains that would be appropriate to the period and match the standard of work that has taken place on the structural and engineering elements of the project.

There will be a further period of intensive work in early 2013, when Osprey will be coming in and out of the water as final adjustments are made. We are looking forward to seeing her back on the water by late spring and would like to thank you for your generous support of the project.

Endangered Sites in 2012

At the start of 2012 the AIA learned of industrial sites (only those which are listed buildings or in a conservation area) potentially under threat of demolition or conversion from a spread sheet issued every week by the CBA. In the summer of 2012 this system was changed to one of a searchable data base. Inevitably there were teething problems. A training course, held in London during November, provided an opportunity to raise questions. The data base can be searched by such criteria as date, local authority, and building type. It does however depend upon the application having been entered on it in the first place!

Of the entries on the data base only a handful are industrial sites appropriate to the AIA. These are then checked and where appropriate members are asked to provide me with information on the site and an indication of whether the AIA should be making a comment.

Perhaps one of the most interesting, given last year's annual conference in Essex, was the Marconi Works in Chelmsford. The buildings to be demolished included the factory, factory extension, weigh house, cottages, Marconi House and Building 720. The listed 1912 building and the Water Tower were to be retained. Our response pointed out that the buildings were visually important as they included the unusual barrel vaulted roof to building 720. The loss of buildings would mean that the integrity of the site was lost. Also the site is important because

Marconi was a significant part of Chelmsford's industrial development in the twentieth century, with the name of Marconi and radio being synonymous. The AIA recommended refusal of the application. Regrettably, the application for demolition has been approved.

On a more positive note – the application for the Dye and Stove House at Ditherington Flax Mill, Shrewsbury was approved. This is the next

phase of the renovation works on the site. A number of us visited the site including the Dye and Stove House in April 2012 as part of the Ironbridge Week-end. In this instance the AIA supported the application.

Two sites where the AIA has been successful are the Working Mast House at Sheerness, a Rennie building and Listed Grade 11* and the locomotive shed and store at Newhaven Harbour



Shrewsbury Dye House

Photo: Amber Patrick

Railway Quay. Robert Carr provided me with excellent advice on both sites. In the case of Newhaven the application has been refused despite a second revised application. The survival of the Working Mast House was more by default than anything else as the original application was withdrawn when the applicants changed their decision regarding the use of the site. However, it will probably re-surface at a later date.

The data base is now well-established and no doubt 2013 will bring new challenges with regard to listed industrial buildings under threat. If you think you can help with either a geographical area or have a specialist subject, please let me know.

*Amber Patrick,
Endangered Sites Officer*

AIA sponsored project wins award

Readers will be delighted to learn that the Narrow Gauge Railway Museum Trust won the 2012 National Railway Heritage Awards Supporters' Award for the best small entry. This was for their work in restoring the wagon weighbridge at Tywyn on the Talyllyn Railway and the construction of a new slate-roofed building to house the weighing mechanism, a project that was part-funded by an AIA Restoration Award (see *IA News 162*, Autumn 2012). Don Newing was presented with the plaque by Simon Jenkins, Chairman of the National Trust, at the Awards Ceremony in the Merchant Taylors Hall in London in December 2012.



Marilyn Palmer hands the President's Award to the Chairman of the Ipswich Transport Museum, Tony King, appropriately enough on board the restored Ipswich tram



Lawrence Tattershall, Treasurer of the Beeleigh Mill Restoration Group, received the cheque for the Initiative Award

AIA Conference Awards

On the 11 December, our president, Professor Marilyn Palmer, returned to Essex to present the two awards which are made after every conference.

The first of these, the President's Award, went to the Ipswich Museum of Transport, which had been visited on the last day of the conference. The museum is in fact also a museum of Ipswich industry, with displays showing the work of Ransomes, Ransomes and Rapier, Reavell and other Ipswich based engineering and industrial firms. It is based in a onetime trolleybus depot in the east of the town. The large building is crammed with a remarkable collection of means of road transport, from trams and trolleybuses to prams and pushbikes, via commercial and public service vehicles and motorbikes, though few private cars. Almost all have been collected or donated from the Ipswich or East Suffolk area, though a few come from wider East Anglia. Where necessary the vehicles are being meticulously restored, with very careful removal of paint layers to reveal earlier liveries. This careful work has revealed, for example, that a Cambridge horse tram started life working in Yorkshire. Some of the buses are roadworthy and licensed and one was used to take delegates from the conference on a tour of the industrial areas of Ipswich. Marilyn had not previously visited the site, and was delighted to be given a tour, though this was somewhat hampered by the extensive work going on over the winter to erect a mezzanine floor to increase the exhibition area. Perhaps the most remarkable thing about this registered museum is that, despite its size, it is totally maintained and run by volunteers, with no paid employees, and they were delighted that their efforts had been recognised by the AIA.

In the afternoon, we went to Beeleigh Mill to present the Initiative award to the Beeleigh Mill Restoration Group. This mid nineteenth steam mill survived a disastrous fire which destroyed the large adjacent watermill, but though undamaged never worked thereafter. It holds an 1837 compound beam engine by Wentworth & Sons of Wandsworth, acquired second hand and installed in 1845, a French built 'elephant' or 'egg end' boiler which is the only example surviving in Britain and possibly the world, and a fine large cast iron hurst frame driving five pairs of stones. Although the actual structure has been secured by Essex County Council, which has a long lease on the building, all the restoration work on the plant and preparation for public display is being undertaken by the volunteers. The funds the AIA has provided will certainly be put to good use before long – perhaps already, as on 8 January a cable was laid to bring mains electricity to the mill, and it is hoped this will be connected within the next month or so. Adequate power and light will certainly assist the restoration work.

David Alderton

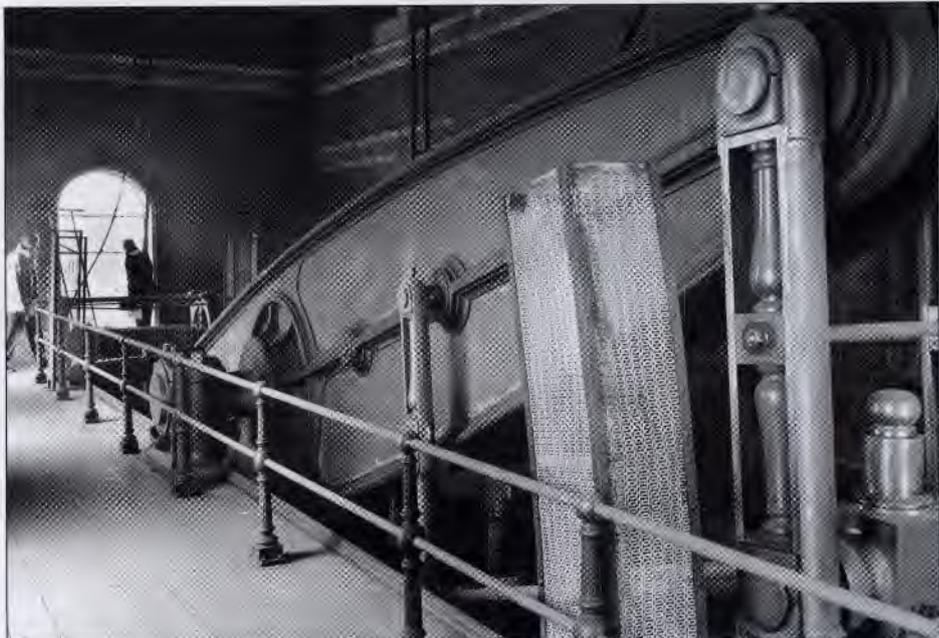
Air raid shelters.

The photograph on page 18 of IA News No 163, purports to be of 'a large WWII Anderson shelter'. This is incorrect since Anderson shelters came in one size and were for domestic use as described below. The supplement to 'The Builder' March 24 1939 at page 32 has an advertisement for the British Steelwork Association's booklet 'Steel for ARP', which shows part of a photo included in that booklet, which is likely to be the same or at least very similar to the shelter illustrated in IA News. Without access to this booklet I have no further details of this system.

The shelter that took the name of the then Home Secretary, Sir John Anderson, was designed for erection in domestic gardens and was intended to withstand blast and flying debris. The shelter was constructed from corrugated steel. Six curved panels bolted together formed the body of the shelter with flat sheets forming the ends. The shelter was constructed in a shallow pit, the spoil being placed over the shelter to give a 15in earth covering. The shelter was intended to accommodate up to six people.

A large number of proprietary designs for shelters were marketed in trade and other publications. They fall into three major categories; precast concrete, steel and steel strengthened by a layer of in situ concrete. I have identified no less than 18 systems for which there is a reasonable description. The system shown in this photograph is not one of these. Brief details of those I have identified can be found in my paper in the proceeding of the *Construction History Congress – Nuts & Bolts of Construction History Vol. 2.*

John McGuinness



Sandfields Beam Floor

Sandfields Pumping Station – Lichfield's jewel or blight on the landscape.

Sited near to the railway at Sandfields, Lichfield, the building houses a 150 hp Cornish beam engine built by Jonah and George Davies of Tipton, which pumped two million gallons of water every day, almost nonstop from 1873 to 1927.

In 1997 The South Staffordshire Water Company entered into a voluntary agreement with the Environment Agency to cease abstraction at Sandfields, resulting in the abandonment of Sandfields Pumping Station. The site was sold to a developer with an agreement that the Grade II listed building and contents be preserved and maintained and then donated to a charitable trust upon completion of the development.

The building, other than for a brief visit in May 2012, has not been open to the public for over ten years, and is now showing signs of vandalism and metal theft from the roofs. This action has seriously compromised the structural integrity of the building and needs rectifying as a matter of priority.

Many will feel unhappy that this splendid monument to the past is in danger. If it is to be saved it is important to understand doing nothing is not an option. Maintaining the status quo is not a choice. Moreover, if left in its current condition, this Grade II listed building could quite easily and quite quickly become a blight on the landscape. Its listing status would prevent demolition should it fall into disrepair and could in fact act as an attractant to further vandalism and antisocial behaviour in a residential area. These effects can have an adverse impact on the value of people's homes, whereas heritage sites can and do add value to the local properties in their vicinity.

The waterworks at Sandfields needs your help and support. It has the possibility to become

an asset to the local area, a facility that could benefit many people.

Sandfields pumping station is in need of a small amount of commitment and a lot of imagination. It is a unique heritage site; however it is lacking public support. To save this valuable site is not a complicated process; it does not need vast sums of money, it only needs a show of needs public support.

It wants people to say, in a loud and clear voice 'It is worth saving'; you can do this by simply saying so. Visit my blog, write a comment, visit some of the links, register an interest, 'like' Sandfields Pumping Station on Facebook. It's as simple as that.

If you are interested in helping form a Friends of Sandfields Pumping Station Society, or would be interested in forming a charitable trust or becoming a founding partner, please get in touch.

David Moore

Email: sandfields@outlook.com or visit morturn.wordpress.com

The Limits of Heritage

I am writing to inform you that The 2nd Heritage Forum of Central Europe will take place on 12–14 June 2013 in Krakow. This year's edition is entitled The Limits of Heritage.

Speakers of the forthcoming Forum will be selected in the call for papers procedure and hereby I encourage you to submit your proposal. Deadline for submissions is 10 February 2013.

Link to the conference website www.mck.krakow.pl/conference/the-2nd-heritage-forum-of-central-europe-the-limits-of-heritage

Dr Katarzyna Jagodziska

*Koordynator 2. Forum Dziedzictwa Europy
rodkowej | Coordinator of the 2nd Heritage
Forum of Central Europe*



Preparing for the worst

TICCIH XVth Congress, Taiwan

The International Committee for the Conservation of the Industrial Heritage (TICCIH) meets on a three yearly cycle. This, the first in Asia, was eagerly anticipated by a growing constituency as economic power has already moved decidedly eastward. Post-war Taiwan successively overtook other countries in production of cotton, clothing, tennis rackets, toys and now i-pads. Yet even here de-industrialisation is already being discussed.

202 delegates were registered, more than half of them East Asian, the rest European, and just a few North and South American and Australians. President Pat Martin, like Obama entering his second term, delivered a tribute to the late Marie Nisser, past president and inspiration to so many Swedish experts in the subject, who died in 2011. Sir Neil Cossons was a keynote speaker ("Industrial Heritage: Treasure or Trash") and there then ensued:

- Some 50 papers delivered in parallel sessions—theory, planning, interpretation and socio-economic impact.
- Workshops on preparing world heritage nominations, exemplars of Cornwall and a gold field, and an international (Scoto-Norwegian) database of industrial sites
- Special section meetings (mining, textiles, an international theoretical one and a proposal for one on company housing)
- National representatives' meeting: no elections needed this time as just enough nominations were received and no more.

The main change of note was the handover of the secretaryship from Stuart Smith to Stephen Hughes. Stuart was thanked for his 26 years' service, and Stephen promised an increased momentum behind delivery of comparative studies for ICOMOS. So the TICCIH registered office stays in the UK, and membership in Sterling is still straightforward for us.

The conference began at an excellent exhibition tailored to explaining TICCIH's objectives and actions, cleverly constructed in a former brewery/winery from beer crates and industrial detritus, and on another level, the actions of URS Urban Regeneration Station to improve on the uncontrolled development seen in the city. The Japanese state monopoly in tobacco and alcohol was inherited by the nationalist government in 1945. As the factories have closed, rather than realise the market value of the land for high-rise endemic in Taiwan, a network of cultural and creative parks has developed in wineries like Huashan 1914 (the date of its foundation, that year not having the same resonance as in Europe) Creative and Cultural park, and a similar one in the city of Taichung.

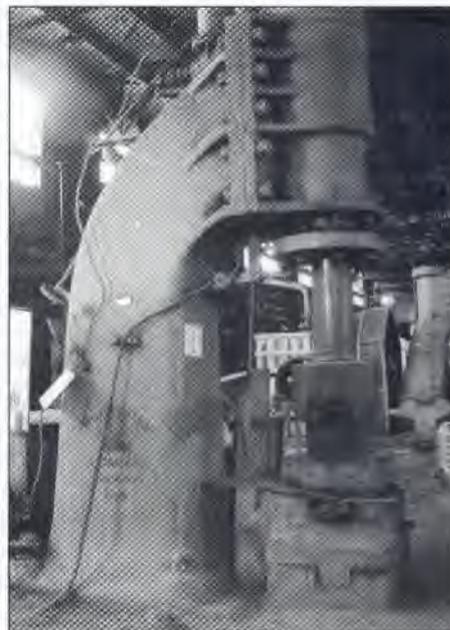
A tour took in Taipei railway workshop and highlighted the oldest machine tool in Taiwan, a Rigby steam hammer made at Greenhead engine works, Glasgow, 1889, brought here from mainland China. A wheel press was by Berry of

Leeds and two big circular pools gave the men of the company their own hot spring to sit in. It will be closed in 2013. Then we moved on to a tobacco factory, where statues of the Japanese emperor and of members of the workforce had equal place. Its conversion to a creative and cultural park brings a haven of calm to a place close to 101 Tower, briefly the tallest building in the world.

Taiwan was a backwater until seized by Japan in 1895. Much of the infrastructure of Formosa, the railways, water supply, radio stations and logging industry is owed to Japan. This narrative does not fit too well with the Nationalist line that they had liberated Taiwan from Japanese oppression, but is increasingly voiced. A post-colonial theme that presided over the whole congress was not as awkward for the colonial powers as it might have been.

Other tours took in a sugar mill, railway workshops, the Alishan cog mountain railway (for timber extraction), a tea research station modelled on British Ceylonese practice, a reservoir and a salt works that used evaporation processes. In Kaosiung a tour of the busy port, a preserved railway station (astoundingly good presentations rehearsed by Eng. Lit. students) and an extraordinary parade among harbour warehouses by hundreds of young people dressed as their favourite anime characters. A northern tour took in a coal mine museum, a gold mine ecological park and Taipei's impressive water supply.

Some of these sites are on a proto list of potential world heritage sites. Two railways, the gold mine and a reservoir make up a good proportion of the 18 in total. Others include cold war fortifications and geological phenomena. As the People's Republic of China replaced the Republic of China just before the World Heritage Convention was signed, it is impossible for UNESCO to consider their candidacy and, it has to be said, they might not pass muster in world terms. But in a sense that does not matter. Taiwan



Rigby's patent steam hammer made by Glan & Ross, Greenhead Engine Works, Glasgow, 1889 is believed to be the oldest machine tool in Taiwan, brought from mainland China to equip the Taipei Railway workshop as 1930s war booty
Photo: Mark Watson

is using cultural heritage, and the presence of groups like TICCIH to win credibility on a world stage. We were glad to see strong presence at the congress from mainland China

Participants very much welcomed the proposal delivered by Florence Hachez-Leroy that the next congress take place in North East France, at Lille, easily reached by Eurostar. CILAC, equivalent to AIA, will host and capitalise on the World Heritage listing of the Bassin Minier coalfield in 2012. So TICCIH 2015 should give impetus to European participation, but Asia will never again be so easily disregarded. Now would be as good a time as ever to join.

Mark Watson
National Representative TICCIH GB



Younger delegates at Kaohsiung Harbour Railway Station

Photo: Mark Watson

National Heritage Landmarks Partnership Grants

Biffa Award has pledged £1.5m over three years to the Association of Independent Museums (AIM) for the National Heritage Landmarks Partnership Scheme.

The Scheme will create a high profile network of interpretation and education projects across the UK that will showcase the far-reaching changes in industrial development that have shaped our nation's history.

Annual awards are allocated to projects that help transform derelict buildings and sites into inspirational resources that tell the stories of people, processes, industrial development and change.

The AIM is delighted to announce 5 awards to the following organisations for projects in the first annual round with a total grant value of £480,000:

Birmingham Conservation Trust: Refurbishment of stamp presses and fly presses at Newman's Coffin Fitting Works; producing community-led films and interactives which interpret the technology and reminiscences of former workers. (£44,676)

Brooklands Museum: Restoration and interpretation of Barnes Wallis' Stratosphere Test Chamber and Control Room, to provide increased visitor access and an educational experience using Barnes Wallis as a role model. (£120,000)

Ironbridge Gorge Museum Trust: Stabilisation, repair and interpretation of the Bedlam Furnace and creation of a series of Monument Trails in the World Heritage Site. (£114,960)

Kew Bridge Engines Trust: Restoration works and refurbishment of the Babcock Room, formerly a boiler house, at the Kew Bridge Steam Museum as an exhibitions space with audio-visual presentation and interpretation of London's water supply. (£80,364)

National Mining Museum Scotland: Conservation of the Rewasher Building at the Lady Victoria Colliery and creation of a community space with an introductory exhibition and resource for tracing mining ancestry. This project will create the first national mining memorial space in Scotland. (£120,000)

For further information contact: AIM's Executive Director, Sam Hunt : henleymano@btinternet.com, 01460 75222, m: 078 333 666 24 or Annie Bowden, PR and Communications Officer at Biffa Award: abowden@rswt.org, 01636 670062

Civic Voice announces the launch of the Protect our Place website

Protect our Place, launched in September, (<http://www.protectourplace.org.uk/>) is a research project to understand the different types of current community action taking place across England, to protect and promote local heritage and make recommendations on how best to

strengthen and extend community action for the historic environment in the future.

Protect our Place is a national campaign to discover what action is being undertaken to protect and promote local places. If you are a community group, upload your projects onto the interactive map allowing others to see the work you undertake. If you are an individual search the map, find projects that interest you. The map is searchable via theme or location, and is free to all community groups working to protect or promote the historic environment.

Civic Voice is the national charity for the civic movement with a network of hundreds of volunteer-led, community based civic societies at its heart. These groups are motivated by civic pride. The *raison d'être* is to understand and strengthen these networks and Civic Voice works with a variety of Government departments and Government agencies advising and supporting them in strengthening and inspiring community action to celebrate and protect neighbourhoods and their historic environment.

English Heritage completes post-2010 restructuring

Restructuring following changes in the planning system and the 34 percent cut in grant-in-aid to English Heritage under the 2010 Comprehensive Spending Review finally comes to an end with the new Local Teams now in place.

The nine local (formerly the Regional) offices will continue to deliver national expertise on managing change in the historic environment in their area, 'adding value to the decision making process through our expertise and national perspective'. These local offices are organised into four new teams:

The Historic Places Team promoting the effective use of the planning system at strategic and local levels; building capacity; engaging with communities to identify opportunities and funds for enhancement and championing historic places.

The Heritage at Risk Team responsible for delivering the Heritage at Risk strategy through using EH resources (including e.g. grant-aid to enable repairs and legal expertise) by unlocking partners' resources, and by supporting local authority partners in using their powers to safeguard heritage assets at risk.

The Development Management Team promoting the constructive application of national historic environment policies to proposals for change.

The Business Support Team providing support across all three local service teams' work.

Worklab Meeting in Manchester

On 13 June 13 delegates from nine countries met in the new galleries of the People's Museum in Manchester. Despite continuing difficulties with the economy in most European countries, members generally reported an upbeat situation.

Kalle Kallio, the President, gave a presentation reviewing recent Worklab projects including successes such as the publication of the special edition of the International Journal of Heritage Studies containing the paper on labour movement buildings from the Worklab conference in Tampere in 2010. He suggested 5 possible models for future strategy; Project Generation, Scientific Club, Museum Chain, Information Sharing and Parasite Organisation.

Dagmar Kift outlined how the development of labour museums was related to the growth of 'history from below' in all member countries. But with the academic and curatorial staff who had pioneered this movement coming to the end of their careers there was a both threat and an opportunity to redefine modern work and link it to academic theory of the post-industrial debate. This could be related to differences in labour movement history in each of our countries and specifically to a German project planned for 2015 on 150 years of social democracy.

A new board was elected, consisting of Kalle Kallio (Chair), Katy Archer (Secretary), Sofia Seifarth, Dagmar Kift, Udo Wiesinger, Louise Skyggebjerg, Irena Marusic.

Norrköping and Copenhagen are possible hosts for the next conference which will be in late 2013 or 2014 but it is also possible that Worklab will organise a small side-event at some other conference 2013. Members will be informed about it later.

Members outlined future projects at their individual institutions to see which had an international resonance. Katy Archer went through the Co-operative movement (2013), First World War and Peace (2014), Jarrow March/Unemployment (2016), centenary of women's vote (2018) and the Peterloo Massacre (2019).

Following group discussions, on Sound of Work, Drama and Unemployment; Katy Archer reported that the Unemployment group had covered perceptions and images, how each country had handled the issue, what it means to be unemployed, with research, publications, and a programme of activities, for a 2014 application date. Kalle Kallio reported that the drama group would relate the content to democracy, immigration, women's' rights with EU and possible Grundtvig (or its replacement) funding, led by Manchester with further academic partners.

Improving Listed Building Consent – the Government responds.

After 419 organisations and 81 individuals responded to the consultation on streamlining listed building consents during the summer recess, the Government will consider reform of enforcement powers for buildings at risk. The proposal to introduce a system of deemed consent for minor works has been dropped and the introduction of a system of 'accredited

agents' – the most controversial proposal – has been sidelined.

A system of local and national class consents and a Certificate of Lawful Works are the two definite measures which will be introduced in the Enterprise and Regulatory Reform Bill – now being scrutinised by the House of Lords. Non-statutory measures will be investigated throughout the autumn by Department for Culture Media and Sport staff, working with heritage groups.

In a statement, Chair of the Institute for Historic Building Conservation, Jo Evans, said that the result was "good news for England's listed buildings – if only by default."

"The substantial and unified opposition to the most unwelcome proposal – the contradictory idea of a private 'self-certification' of the public interest in heritage works – represents a huge win for designated buildings and for the conservation sector as a whole."

Local Authority Heritage Assets Report

English Heritage commissioned a research report in 2011, with support from the Heritage Lottery Fund, to review the issues facing local authorities as they manage their heritage assets at a time of acute financial stress. It identifies recent patterns of closure, disposal and demolition of heritage assets and local authorities' plans for the next five years.

The research found a wide variation in the ways that local authorities manage their heritage properties and describes the issues which are affecting them, including the economic downturn, declining budgets, changing patterns of use and fewer conservation officers.

The report looks at current trends in disposing of heritage assets, against the background of surplus premises, government support for transferring assets into community management, and the provisions of the Localism Act.

The research also evaluates the capacity of the third sector to acquire heritage property from local government and how this capacity could be increased. The report is illustrated with examples of good practice in relation to the management, disposal and transfer of heritage assets, as well as some cautionary tales.

Scrap Metal Bill moving forwards

Tougher regulation for scrap metal dealers and increased community awareness are crucial in tackling heritage crime – according to the delegates of the Alliance to Reduce Crimes against Heritage.

London's City Hall played host to representatives from local government, heritage organisations and the police when the ARCH met on Thursday 11 October.

Opened by Baroness Andrews, Chair of English Heritage, the summit saw speeches from the Diocese of London, Ecclesiastical Insurance

and the spearhead heritage crime prevention team from Cheshire West & Chester Council. Delegates discussed the best way to prevent or reduce crimes against heritage sites – from public urination and anti-social behaviour to artefact theft.

The perennial problem of metal theft was also addressed; rising global metal prices have led to a spike in thefts of lead and copper, with churches and historic buildings being prime targets. The Metropolitan Police's Operation Ferrous, also in attendance, gave an outline of the action being taken – but pointed out that without stricter regulation, cracking down on the multi-million pound stolen scrap metal trade would be very difficult. Strong support was expressed for the Scrap Metal Dealers Bill.

This bill to regulate and police scrap metal dealers subsequently received its first reading in the Lords after last-minute concessions secured its passage through the House of Commons.

Sponsored by Richard Ottaway MP, the Bill would require all scrap dealers to hold and display a licence and would empower councils to refuse, vary and revoke scrap metal dealers' licences and charge a fee to cover the costs of the scheme.

But there were fears that a series of amendments introduced by Christopher Chope MP and Philip Davies MP would see the Bill 'talked out' and thus prevented from becoming law.

However, the introduction of a 'sunset clause' – meaning the law will be reviewed and potentially amended after five years – proved a sufficient compromise.

Graham Jones MP, who chairs the All-Party Parliamentary Group on Combating Metal Theft, said that it had been a 'close call', but that the strength of public feeling [over metal theft] had allowed the Bill to go through.

UNESCO Adds Wallonia's Mining Sites to its World Heritage List

Grand-Hornu, Bois-du-Luc, the Bois du Cazier and Blegny-Mine now feature, alongside other previously-recognised Walloon treasures. These sites of significance include the lifts on the Canal du Centre, the Walloon Belfries, the Notre-Dame Cathedral in Tournai and the Neolithic Flint Mines at Spiennes.

Exploiting the coal seam located between Nord-Pas de Calais and the Aix-la-Chapelle Basin, the four sites span the same chronological period (from the beginning of the 19th century to the end of 20th century). The collection also forms a microcosm of the Industrial Revolution representing all the different stages of technological and social development. While the Blegny and Bois du Cazier sites represent the "work" element, the Grand-Hornu and Bois-du-Luc sites represent the "social" element illustrating through their architecture the relationships of power and social organisation with the creation of "workers' villages" under the auspices of paternalism.

All aspects of coal mining are represented at the four sites, demonstrating the course of expertise that earned Wallonia its international renown. The particularly harsh and dangerous working conditions also became blatantly apparent across the four sites, nowhere more so than at Bois du Cazier, the site of the terrible disaster on 8 August 1956.

The Nord-Pas de Calais Mining Basin

Several mining landscapes on the Continent have recently acquired world heritage status. One addition is that of the Bassin Minier, the classic French coal mining region in Nord-Pas de Calais. On a broad open plain, it stretches 120 kilometres from the Belgian border to the west of Béthune. The 38th French site on the list of UNESCO World Heritage Sites, coal was mined here for three hundred years. There were 100,000 kilometres of galleries, 4000 hectares of landscape, 600 shafts, 21 winding gear frames, 51 mine tips, extensive coal transport infrastructure, miners' terraced housing and mine offices. This was a unique and emotionally powerful landscape. Some of the mine tips cover 90 hectares and exceed 140 metres in height. Many have the local characteristic conical shape, not really commonplace in Britain. These tips might be said to define the region.

On a clear day a climb to the top of the No. 11/19 colliery tip at Lens is a memorable experience: a gritty track winds up to the summit, 168 metres high, where a 360-degree view stretches over the flat landscape. The coalfield well illustrates serious attempts to create model workers' communities from the mid nineteenth century to the 1960s. Monumental and architectural features include churches, schools, managers' châteaux, company head offices, workers' union premises, three railway stations, town halls, hospitals and clinics, community halls and sports facilities. The last mine, that at Oignies near Douai, closed in December 1990. The new World Heritage Status for the Bassin Minier should bring increased numbers of tourists to the area. An extension of the Louvre art gallery opened in December in Lens at the former No.9 Colliery. At Lens the coal is at a depth of up to 1200 metres.

Robert Carr

National Railways Heritage Awards

The chairman of the National Trust, Simon Jenkins, presented the 2012 National Railway Heritage Awards at a ceremony held at Merchant Taylors' Hall in London on 5 December 2012.

He began by presenting the Ian Allan Publishing Heritage Railway of the Year Award to the Epping Ongar Railway for its success in developing the ex-London Underground line as a heritage line serving south Essex.

The Network Rail Partnership Award was made to the Fife Historic Buildings Trust for the work undertaken at Burmtisland old station in Fife.

The FirstGroup Craft Skills Award, recognising the best use of traditional craft skills in the restoration of a building or structure, was awarded to London Underground for the work undertaken in restoring the faience work on the façade at Lambeth North station in south London.

This year's Modern Railways Restoration Award went to Network Rail for its project to repair the station canopies and footbridge at Melton Mowbray station along with work to improve facilities at the station.

The National Railway Heritage Awards Signalling Award for the best restored signal box or signalling installation was won by the Great Central Railway for its ambitious scheme to signal Swithland Sidings and the associated branch.

The London Underground Operational Enhancement Award went to Network Rail for the work at Paisley Gilmour Street in providing a new overall roof for the station in traditional style.

A new award for 2012 – The National Railway Heritage Awards Supporters Award – was given to the Narrow Gauge Railway Museum Trust for the restoration of the wagon weighbridge at Tywyn.

The Railway Heritage Trust Conservation Award for the best restored listed structure was won by Pivovar Tap Ltd for its imaginative work in converting the former Edwardian tea room at York station into a new bar area.

The National Railway Heritage Awards Volunteers Award was made to the Epping Ongar Railway in Essex for the work undertaken at Ongar station.

The HS1 Station Environment Award was won by Network Rail for the superb restoration work undertaken on Span Four at London's Paddington station.

In recognition of the fact that there were two entries that were much greater in scale and ambition than usual, it was decided that, exceptionally, the committee would award two Chairman's Special Awards. The first of these went to Balfour Beatty Engineering Ltd and Network Rail for the massive project designed to restore the Forth Bridge and to simplify its future maintenance. The second went to the Manhattan Loft Corporation for its restoration of the St Pancras Renaissance Hotel, bringing back to use a much loved, but decaying, structure and providing the superbly finished Eurostar station with a fitting backdrop.

The Ian Allan Publishing Award, given to the best overall entry in this year's competition, went to the North Yorkshire Moors Railway for the 'Train of Thought' project at Pickering station, which has seen the replacement of the station's overall roof more than four decades after the original was demolished along with associated work to improve the facilities at the station.

The Honours List

As part of its work to raise awareness of the huge voluntary effort that goes into heritage, The Heritage Alliance made a Freedom of Information request last year to discover how heritage fared compared to arts and sports in the DCMS honours

list. The results showed that while heritage nominations were comparatively low, the success rate gave them parity with arts and sport, media and museums.

DCMS says they just don't get enough nominations for the heritage world especially at the higher levels. Heritage Update always features a twice yearly requests for more heritage nominations so don't feel shy, make sure the leading figures in your organisation are properly recognised for all they do to help protect and preserve our heritage at national and local level. For further information and forms see the DCMS website on the process.

New York Harbour and Superstorm Sandy

Seeing the devastation shown here on television following the hurricane, Superstorm Sandy, at the end of October, we quite expected bad news regarding the historic ships in New York harbour. However, the preserved vessels seem to have come through more or less unscathed.

On 5 November an email from Mary Habstritt regarding the 1933 steam lighthouse tender *Lilac* (see *IA News* 157 page 7) said that '*Lilac* rode out the storm beautifully, like the old hand that she is. The damage has all been to shoreside infrastructure. For instance, *Lilac* is awaiting restoration of shore power on our pier which is inundated and Hudson River Park's bureaucracy is

very slow about these things so I expect it to be a while. But it is a small complaint. We can run our generator for most needs.'

In a later email, Mary wrote "Hudson River Park is still without electrical power with no timeline as yet for restoration. We are reassessing priorities for upgrades to *Lilac's* heating and electrical systems in this context. We have already wired our diesel generator directly into the ship's system so we can run that as needed. Clearly, although we were postponing some improvements thinking we could depend on the shore power at Pier 25 for the near future, we need to ensure that we have our own independent back-up system."

From a report from Captain John Doswell, Executive Director, Working Harbor Committee; "the large ships put to sea and rode out the hurricane in approved fashion. Working harbour tugs seem to have got through pretty well undamaged and the preserved tug *Pegasus* of 1907, built for the Standard Oil Company of New Jersey, came through unscathed. *Pegasus* is at Pier 25 along with *SS Lilac*. It is small yachts and motor boats that have been damaged. Marinas appear to have been devastated. A small water tanker, 168 feet long, the *John B. Caddell* built in 1941, broke free from her moorings and was driven ashore about a mile away partly onto the road itself at Front Street, Staten Island. There were no casualties and no other commercial vessels seem to have had serious mishap."

Robert Carr



SS Lilac, New York from a nearby tower

Photo: Milo Hess

Derbyshire

Butterley Gangroad

The Derbyshire Archaeological Society has received £17,900 from the Heritage Lottery Fund for a novel fact finding initiative, the 'Butterley Gangroad Project'.

The Butterley Gangroad was built in 1793 and is the oldest Derbyshire railway of which substantial remains survive. A tunnel on the railway, buried under the road at Fritchley, may be the world's oldest railway tunnel. The project involves opening up, investigating and recording the tunnel to see if this claim is true. The railway was horse worked and carried limestone from quarries at Crich to the Cromford Canal at Bull Bridge. From there it was taken by boat to a tunnel under the Butterley Works and lifted up into the works. The engineer was Benjamin Outram, one of the original founders of the Butterley Company, and it was his first railway project. They went on to supply many others including the historic Surrey Iron Railway (the first public railway), and the Kilmarnock and Troon (the first in Scotland). Over 30 horse worked railways were eventually built to feed traffic into the Cromford Canal. The line was also the location of one of the first ever successful trials of a steam locomotive, Brunton's 'Mechanical Horse' of 1813, which used legs to propel itself along the track at 2.5 mph! Built at the Butterley Works, it was the first steam locomotive in the Midlands. Later more conventional steam locomotives largely replaced the horses.

The Derbyshire Archaeological Society was formed in 1878 and is continuing a long tradition of discovering the hidden history of Derbyshire and publishing its findings. Projects of this kind encourage more people, especially younger people, to take part and gain knowledge, skills and enjoyment through participation.

Commenting on the award, Trevor Griffin the project manager said: "We are very pleased to have received the support of the Heritage Lottery Fund and are confident that this will attract many younger people to help find out more about this little known but exciting survival on their own doorstep."

County Tyrone

Caledon's unique archaeological treasures to be resurrected

Restoration work has begun to save Caledon's housed beam engine, believed to be unique in the British Isles. A total of £220,000 has been secured to finance the first phase of the restoration project. It is hoped that the building will be returned to a fully operational state.

A team of architects and specialist builders have already begun work on restoring the mill's beam house.

William Beattie of Caledon Regeneration Partnership said, "There are only about eight beam engines in Ireland, and this is the only one



Caledon Engine House

in its original house, making it a very important piece of industrial archaeology.

"This is the only relic remaining of Caledon's once famous mill industry, which produced quality woollen garments until the 1930s.

"The mill, which was built in the early 1800s, was demolished in 1985. During the summer, wood and coal was used to power the beam engine, when the water-flow was not strong enough to drive the wheel".

West Yorkshire

Tower Works, Holbeck, Leeds

Some good news – the first phase of the redevelopment has been completed. The fine roadside frontage has been refurbished and, with some new build, converted to provide compact offices and studio accommodation; these have proved ideal for the new digital industries. The

rest of the site has been cleared and landscaped and now provides a view of the Leeds and Liverpool Canal. There is public access to both the works and the canal during weekdays. The site houses various other 'listed' structures, one of which, 'The Engine Shed', has a new if short lived use as an arts venue. The interior, which has been little seen by the interested public for quite some time, has a fine tiled floor and the walls are lined by several plaster roundels of leading industrialists and inventors of the early to middle nineteenth century, most of which need some form of conservation.

The site was to be part of Holbeck Village, only part of which has been regenerated. The Tower Works site was empty from 2004 till 2010 when Yorkshire Forward obtained some funding to save the frontage from collapsing further. The change of Government meant the closure of Yorkshire Forward and the money ran out when it was only part finished.

The factory was founded by T.R. Harding to make steel pins for carding and combing in the textile industry and the original buildings, by Thomas Shaw, were erected in 1864-6. Harding's son, Colonel Thomas Harding, employed William Bakewell to extend the works in 1899. The design of the extension was heavily influenced by Harding's love of Italian architecture and art.

The most notable features of Tower Works are the three towers that give it its name. The largest and most ornate tower, built in 1899, is based on Giotto's Campanile in Florence. The smaller ornate 1866 tower is styled after the Torre dei Lamberti in Verona. A third plain tower, built as part of Harding's final phase of expansion in 1919, is thought to represent a Tuscan tower house such as can be seen in San Gimignano. The design for the Giotto Tower included ventilation systems that were way ahead of their time in minimising pollution from the steel works. The chimney incorporated a filter to remove the excess steel dust.

Adrian Bailey



Hardings Works The Engine Shed

Wiltshire

Brunel's Stroud Goods Shed in use again

On Saturday 24 November, Sir William McAlpine unveiled a plaque to mark the re-opening of the Stroud Goods Shed as an Arts Venue. This scheme is the culmination of almost thirty years of effort by the Stroud Preservation Trust (SPT). Sir William explained how the shed was built under the supervision of Brunel in 1845 and is one of the last of his goods sheds to survive. After it ceased to be used for goods traffic in 1966 BR had an engineering presence until the 1980s but removed the slating from the roof in 1984. The SPT then arranged a lease and to reinstate the roof but has struggled ever since to find a sustainable use for the building. The Railway Heritage Trust's grants towards new security doors and a power supply were key elements in enabling the SPT to lease out the building, thus getting it removed from English Heritage's 'Buildings at Risk' register.



Pickering Station

North Yorkshire

Pickering Station wins award

Announced at a ceremony in London for the 2012 National Railway Heritage Awards, the North Yorkshire Moors Railway has received the Ian Allan Publishing Award for the best overall entry in the competition for the 'Train of Thought' project to restore Pickering station to its former glory.

The 'Train of Thought' project had at its heart the re-instatement of the original station roof designed by G T Andrews in 1846, but dismantled by British Railways in 1952. Started in 2009, the

roof was back in place in 2011, with project finally completed in June 2012.

With major funding from the Heritage Lottery Fund and Yorkshire Forward the project also has a strong educational focus, based on the NYMR's long history as one of the country's oldest passenger railways. Along with the new roof, a visitor centre has been created in the former pump room, while a new two storey building in keeping with the original design houses an archive room and learning centre, providing year round facilities for schools and learners of all ages. An adjoining picnic area incorporates

original canopies from Church Fenton station.

A plaque unveiling ceremony will take place in the spring of 2013 just as the NYMR is geared to celebrating 40 years as a heritage railway. Marketing Manager Danielle Ramsey explains, "We have various events and activities planned for 2013 that will help celebrate the North Yorkshire Moors Railway fortieth birthday, starting with a fundraising walk in March, a special volunteer day in April and a fantastic 40th Anniversary Festival in May, plus loads more to be announced soon".

County Durham

Sunderland Sleeping Giant to be seen again?

A County Durham forgotten giant could regain a heritage presence and a new future if plans come to fruition to create a Trust to manage and maintain it.

Dalton Pumping Station, built for the Sunderland & South Shields Water Company between 1873 and 1879, was one of five built in the North East by water engineer Thomas Hawksley and the only one designed a Venetian Gothic Revival style in the region.

It was considered quite unusual when Hawksley opted for a pair of 72 single-acting non-rotative Cornish beam engines built by Davy Bros of Sheffield (Dalton is widely considered to be the only Cornish engine to have used super-heated steam). The reason for these massive engines was the need to pump the water from a depth of approximately 450ft, the first 268ft by bucket lift and then the last 182ft by ramp pump operation. Though the engines were not as fuel efficient as

others, they were the right choice for working to such demanding depths.

With engines of this size, there was little choice other than to prepare the borehole, then build the engines, and then build the engine house around them once in place. The engine house also incorporates one of the earliest gantry cranes, with a 20 ton capacity running on cast iron tracks above the side windows.

Unfortunately for Dalton, East Durham, where the site is located, was mined heavily during the 1800s. The mine shafts have caused immense problems throughout the region with subsidence on many buildings, so it comes as no surprise that something with as much weight as a reservoir should cause problems.

When in 1932 the service reservoir and low cooling ponds began to spring leaks, the problem was attributed to the nearby Murton Colliery. It took almost 5 years for the coal company to finance and complete the work, restoring the reservoir to use by 1937 at an estimated cost of £4,500 (approximately £230,000 today).

The re-activation of the site was short lived as an enemy attack in World War Two caused a loss of power to the station in 1940, and even after

the power was restored the deterioration due to non-use of the engines, and with the pumping spears below ground level fractured, the pumping station ceased operation entirely. The boilers were removed at a later date but the original 1870s beam engine is considered to be one of the best preserved examples of pump engines of the era.

Further subsidence at the site in the 1960s meant that the top section of the chimney had to be cut down to just under the roof line of the engine house. Further deterioration was tackled with the aid of English Heritage funding from 1997 to 1999, ensuring the structural soundness of the engine house and supporting buildings. This combined with decorative repair managed to remove the building from the Heritage Buildings at Risk register. The current owner of the building bought it with intention of converting it to a restaurant and pub, but unfortunately problems with keeping within the guidelines of its listing status has meant this has not come to fruition.

Therefore, Brian Nicholson, the owner of the site is seeking alternative plans for parts of the site, which may include housing without spoiling the historic nature of the engine and boiler house. Fully recognising the importance of the engines

and their superb condition, he is hoping to set up a Trust to use and interpret the engines and building in an appropriate and sustainable way - which may include community history society use or inclusion of a community arts gallery. The steam and industrial heritage is key of course and Brian has already invested heavily in restoring and conserving the engines, though with all

pipework removed, pump rods broken and no boilers, a return to steam is unlikely - the scheme also does not want to run in competition with the existing working engines in the county at Ryhope and Tees Cottage. Before the project begins, there is likely to be an open day in the spring, date to be advised, when interested visitors will be able to see the engines and gain an idea of what the

future holds. He is inviting anyone with an interest in joining such a Trust - which will have an allocation of funding set aside to begin the project - to get in touch with him at nico2750@btinternet.com or call him on 07766 734811.

Anthony Coulls



Dalton Pumping Station



Hawksley engines at Dalton Pumping Station

OBITUARIES

Richard Williams MBE 1946-2012

Richard Williams MBE died on Thursday 4 October after a long fight against cancer. He was well known to many TICCIH colleagues as he attended the Conferences in Greece and Russia and the Intermediate Conferences in Hungary and Cuba.

He developed a deep affection for Mexico, particularly Pachuca and Mineral del Monte, and established the Cornish Mexican Cultural Society with chapters in both countries.

Richard was proud to have been a Cornish miner, working underground at South Crofty. He owned and operated a quarry in north Cornwall and became the Manager for Tolgus Tin, a tin streaming works, when it was owned by Madame Tussauds. He took the operations at Tolgus to the leading edge of tin flotation technology.

In the late 1990s Richard enrolled for a new Masters course at the Camborne School of Mines in Industrial Heritage Studies, tutored by Stuart Smith and Tony Brooks, and it was during this course that it was realised that the Heritage Lottery Fund application which Richard had prepared for the Royal Geological Society of Cornwall's museum in Penzance was exemplary. Subsequently Richard formed 'Industrial Heritage Consultancy' which acted for The Trevithick Trust for many years doing funding and design packages for Cornish Engines in Pool, for Tolgus Tin, and the china clay museum at Wheal Martyn.

In 2000 Richard achieved his lifetime ambition of purchasing his own Cornish Tin Mine, previously known as Wendron Forge, but for the last 30 years known as Poldark Mine. Richard formed a company to take over the property and he put all of his efforts into developing this into one of the most atmospheric tourist underground mine experiences in Europe.

He worked tirelessly to have the historic Wendron Mining District included in the Cornwall and West Devon Mining Landscape World Heritage Site which was inscribed by UNESCO in 2006.

In 2011 Richard was delighted to have been appointed by the Queen as a Member of the British Empire for 'services to UK/Mexico relations'.

Richard doggedly refused to allow his illness to affect his vision for Poldark Mine or his drive to continually reinforce the links he forged between the United Kingdom and Mexico. Unfortunately he was unable to attend the TICCIH Conference in Terni, but he had made a major contribution by drawing up the rules for the operation of TICCIH Sections and contributing to both the TICCIH Mining Section and to the development of the European Mining Network (MINET).

Richard was a polymath with a keen interest in mineralogy, having published a book on Cornish minerals, and he was a collector of mining memorabilia.

He will be sadly missed by many people around the world but particularly in his native Cornwall and in his 'Mexico's Little Cornwall' where, over the last 14 years, he has gained the highest of respect. Our sincere condolences are with his wife, Pam.

Stuart B. Smith

Paul Calvocoressi

Sad news is the recent death at a relatively early age of AIA member Paul Calvocoressi. He was quite well known in East and South East London as an English Heritage Officer dealing with conservation and listing issues. Paul was enthusiastic about industrial archaeology and

had a real knowledge of building construction. Through his professional activities he knew a great deal about the buildings of the Woolwich Arsenal, contributing invaluable information to the gazetteer section of the book Dockland, NELP/GLC 1986. He also wrote a chapter for this book, *Lost Buildings in Dockland*, and supplied splendid photographs. Subsequently he wrote an illustrated booklet 'Conservation in Docklands: old buildings in a changing environment', Docklands Forum, 1990.

Paul attended numerous industrial archaeology events and was quite a regular at AIA conferences. He was somewhat overshadowed by his father Peter, an eminent academic, author and wartime intelligence officer at Bletchley Park who died in 2010 at the age of 97. His son Paul deserves to be better known; he was a quiet man, unnecessarily modest and had a pleasant personality. He was passionate about fine buildings and deplored their demolition.

Robert Carr

Diana Willment

An unexpected death before Christmas was that of Diana Willment, former GLIAS committee member and a regular at AIA conferences. Following industrial research experience in casting glass with the General Electric Company, she became a keen volunteer at Kew Bridge Steam Museum at first working with the chief engineer Ron Plaster, with whom she acquired considerable skills in casting white metal. In later years Diana wrote booklets on Brentford's local history including one on Brentford Dock where she lived, see *IA Review XXXII: 2*, pages 148-9.

Robert Carr

Rust, Regeneration and Romance: Iron and Steel Landscapes and Cultures

Ironbridge International Institute for Cultural Heritage, University of Birmingham
and The Ironbridge Gorge Museum Trust

10-14 July 2013, Ironbridge, UK

For centuries iron and steel have been the fundamental building blocks of modernity. These metals and the technologies, societies and cultures surrounding them have revolutionised the lives of billions of people. From the earliest functional usage of iron in domestic life, to decorative cast iron, from weapons to knives and forks and from the use of high tensile steels in buildings around the world to the stainless steels of space exploration, the transformative power of iron and steel is undeniable. This capacity to transform extends to the landscapes and cultures which have themselves been transformed through the mining, production, processing and consumption of iron and steel. As China and India race to modernise their economies with imported iron and steel, many cities across Europe and North America are still struggling with the decline in production and manufacture. In many parts of Europe former centres of iron and steel production have undergone regeneration and now form part of the tourism economy. Rust has gained currency as part of industrial heritage. Still, in many parts of the developing world, ideas of heritage lie very much in the future, as communities continue to work in the mining of iron ore and the production and fabrication of steel.

This conference seeks to engage in an open multi-disciplinary analysis of iron and steel landscapes and cultures, from the ancient to the modern. It looks toward the legacies of both production and consumption and how these metals have influenced all aspects of social life. We wish to explore the relationships that communities, regions and nations share with iron and steel through its functional use, creative and artistic use and its symbolic use. Indicative questions the conference will address are: how are economies and societies transformed by the extraction and processing of iron? How does the environmental impact and legacy of iron and steel sites shape social and political life? How do governments and

communities deal with both the expansion and decline of the iron and steel industries? What are the forms and formats of regeneration for iron and steel landscapes and communities? To what extent are global communities connected through iron and steel, economically and culturally? How have the landscapes and cultures of iron and steel found expression through various art forms? How are these landscapes managed and understood?

Indicative themes of interest to the conference include:

- Understanding iron and steel landscapes – historic and contemporary perspectives
- Human – technology relationships
- Challenges in the presentation and interpretation of iron and steel heritage
- Touring and tourism in iron and steel landscapes
- Histories and ethnographies of iron and steel communities – labour relations and working environments
- Architectural tropes surrounding mining and fabrication
- Representations of iron and steel cultures in the 'popular' media
- The 'cultural industries' (arts, sport, tourism, etc.) in the regeneration of iron and steel communities
- Languages of steel cities – dialects and territories
- Symbolic economies of iron and steel – iconography, art and design

For more details consult the website ironandsteel2013.wordpress.com or contact Professor Mike Robinson, Chair of Cultural Heritage, University of Birmingham

Greater Manchester Industrial Archaeology Tour

Organised by Mellor Archaeological Trust: Tuesday-Thursday, 25-27 June, 2013.

Day 1: Manchester walk led by Dr Mike Nevell with a lecture on the industrial archaeology of Greater Manchester. Visits to University of Manchester textile laboratories and Manchester Museum of Science and Industry.

Day 2: All day in Marple and Mellor. Grand aqueduct of the Peak Forest Canal and Marple's 16 locks. Early textile mills of Mellor. Current excavations of Samuel Oldknow's Mellor Mill, built 1790-92, burnt out 1892, the template for the architecturally impressive mills of the region and the final flowering of waterpower.

Day 3: Visits to excavations at Tottington print works and to Helmshore Textile Mills Museum. Steam train on East Lancs Railway from Rawtenstall to Bury.

Cost: £325. Includes two nights B&B at Ibis Hotel, Princess Street/Charles Street, Manchester, one lunch, one dinner, coach on days 2 and 3, Helmshore entry fee and steam train fare, services of Professor John Hearle and local historian Ann Hearle as tour guides. Closing date for applications: May 20, 2013.

More details and application form on www.MAtrust.org.uk

The Beating Heart of London's Business

Exploring Company Archives – Their Uses and Users

London Metropolitan Archives & Museum of London Docklands
12-13 April 2013

The conference seeks to explore and expand co-operation between volunteer-led societies involved in business history fields and the academics, archivists and museum professionals working in the same areas. The events aim to prompt an awareness of what these various groups are doing, and to start a dialogue between the enthusiast and the academic which may lead to co-operation in preserving and using collections, and furthering our understanding of the past and its relevance to the future. London is a world-renowned centre for business, a place where the means of communication, written, electronic and physical, come together. It is not surprising therefore to find a vast array of business archives held in archival repositories in and around the City. Whatever your passion, we aim to give you new opportunities, avenues of exploration and fresh insights.

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email: R.A.Edwards@soton.ac.uk*

Local Society and other periodicals received

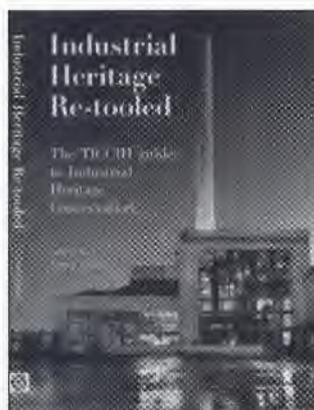
Abstracts will appear in *Industrial Archaeology Review*.

- Berkshire Industrial Archaeology Group News*, 28, Autumn 2012
- Greater London Industrial Archaeology Society Newsletter*, 263, December 2012
- Hampshire Mills Group Newsletter*, 98, Autumn 2012
- Historic Gas Times*, 73, December 2012
- National Association of Mining History Organisations Newsletter*, September 2012
- Northamptonshire Industrial Archaeology Group Newsletter*, 124, Autumn 2012
- North East Derbyshire Industrial Archaeology Society Newsletter*, 48, November 2012
- Railway and Canal Historical Society Bulletin*, 440, November-December 2012
- South West Wales Industrial Archaeology Society Bulletin*, 115, October 2012
- Suffolk Industrial Archaeology Society Newsletter*, 119, November 2012
- Surrey Industrial History Group Newsletter*, 190, November 2012
- Trevithick Society Newsletter*, 156 Summer 2012

BOOKS

Industrial Heritage Re-tooled: The TICCIIH guide to Industrial Heritage Conservation. James Douet (ed.). Lancaster: Carnegie. 2012. ISBN 978-1-85936-218-1, 2012, pp. 244

"Call it industrial archaeology, indusriekultur, archéologie industrielle, patrimonio industrial, or industrial heritage, we now have for the first time a spirited manual of contemporary international best practices, written for lay people and preservationists, community groups



and private-sector developers, students, teachers and scholars." – PROFESSOR PATRICK MARTIN, Michigan Technological University and TICCIIH President.

For some three centuries industrialisation has been the crucial prime mover of global economic and social change as one country after another has lifted itself from agrarian dependency to some new form of prosperity. Historically, the effects of industrialisation have been challenging and far-reaching. The legacy is prolific and overwhelming. It is only in the last fifty years or so that industrial heritage – recognition and valuing of the material evidence of industrialisation – has begun to figure in our consciousness. Just as industrialisation has been a new and unique economic and social phenomenon, so too the challenges posed by the conservation of its remains require innovative new approaches.

Thus Sir Neil Cossons opens the discussion in his introductory essay to *Industrial heritage retooled*, a comprehensive new guide to international best practice in safeguarding and appreciating the industrial heritage. Thirty of the world's foremost specialists present the latest approaches, theoretical and practical, with a rich variety of case studies and colour photographs of outstanding projects from around the world.

Copies of this book can be ordered on-line at www.ticcih.org £14.99 + post and packing (TICCIIH members 10% discount)

The International Committee for the Conservation of the Industrial Heritage (TICCIIH), Carnegie Publishing Ltd, Carnegie House, Chatsworth Road, Lancaster LA1 4SL

Voices from the Workhouse, by Peter Higginbottom The History Press, 2012. 222pp, illus. ISBN 0752467498

A collection of memories and descriptions from those who experienced the workhouses at first hand, including inmates, administrators, official inspectors, journalists and social commentators. A vivid picture of the institutions and the life of those who did not benefit from the industrial revolution.

Railways before George Stephenson – A Study of Waggonways in the Great Northern Coalfield 1605 – 1830, Les Turnbull. Chapman Research Publishing in conjunction with the North of England Institute of Mining and Mechanical Engineers. 2012. 200pp. illus and maps. ISBN 9780956124814 £17.50

This book traces the development of the world's first network of railways; the lines which served the Great Northern Coalfield during the two hundred years before Stephenson drove 'Locomotion' through Darlington. It is a valuable piece of research into an area of railway history of international importance.

FORTHCOMING EVENTS

The Archaeology of Mining and Quarrying in England

18 May 2013 at the Coal Mining Museum for England, Caphouse Colliery, near Wakefield.

A one day conference to launch the publication of a three year assessment of mining and quarrying in England from prehistory through to the present day.

Invited speakers will cover all aspects of the extractive industries, from lead and coal to stone and slate, including the investigation of their underground archaeology.

Further details will be published on the NAMHO web site – www.namho.org – and in the newsletters of our constituent groups. Registration fee will be in the region of £5, including lunch

Advance booking – contact Peter Cloughton – e-mail: P.F.Cloughton@exeter.ac.uk – Tel: 01437 532578

Managing the Industrial Heritage

6-7 June 2013

University of Oxford Department for Continuing Education

Professional Training in the Historic Environment Programme.

This short course is aimed at local authority historic environment officers, consultants and contractors and those members of the voluntary sector who comment on development proposals.

Further details can be found at www.conted.ox.ac.uk/pthe

Trains and boats and drains

Infrastructure and the Historic Environment

A conference hosted by the IFA London Archaeology Group

10.30 Saturday 23 February 2013

The Gallery, Alan Baxter & Assocs., 75 Cowcross Street, London EC1M 6EL

London has been the focus of both Government and private enterprise spending on Infrastructure for a number of years, and this looks set to continue. In this Conference we want to explore how the Historic Environment has fared in these works, to what extent has it been seen as an 'asset', or possibly a hindrance, and how has its protection been managed, particularly in sometimes complex project management structures? What have we learnt, and what can inform projects in the future? Talks will cover completed projects, ones in build at the moment, and ones being planned. We will look at historic infrastructure, as well as the continuing management of heritage assets.

Information from www.archaeologists.net/groups/london

**23 FEBRUARY 2013
TRAINS AND BOATS AND
DRAINS**

Infrastructure and the Historic Environment. Details from www.archaeologists.net/groups/london See page 23

**18 MARCH 2013
THE RISE AND FALL OF AN
INDUSTRIAL SUPER STAR
THE BUTTERLEY COMPANY
1760-2009**

Gwilym Roberts The Hayes Conference Centre Swanwick Derbyshire. Further details www.cromfordcanal.org.uk

**12 - 13 APRIL 2013
EXPLORING COMPANY
ARCHIVES**

Museum of London, Docklands See page 22

**13-14 APRIL 2013
IRONBRIDGE WEEKEND -
WATERCOURSES AND
WATERPOWER**

See page 7 for further details or www.industrial-archaeology.org

**20 APRIL 2013
SOUTH WEST AND WALES
REGIONAL IA CONFERENCE**

Bristol, hosted by BIAS, details grathetrain@gmail.com

**27 APRIL 2013
SERIAC**

Dartford Grammar School. Details from mike@mikechurch.co.uk

**27 APRIL 2013
EMIAC**

Manufacturing, Past Present and Future
Ken Edwards Building,
University of Leicester
Details from David Lyne, 0116
291 9706 or www.lihs

**13-18 MAY 2013
AIA SPRING TOUR -
ROAMING ROUND THE
RUHR**

Iron & Steel, Coal & Coke, Canals & Railways in the heart of Industrial North Germany
www.heritageofindustry.co.uk

**18 MAY 2013
THE ARCHAEOLOGY OF
MINING AND QUARRYING
IN ENGLAND**

Coal Mining Museum, Caphouse Colliery, Wakefield
Further details see page 23

**30 MAY - JUNE 2 2013
SIA ANNUAL CONFERENCE**

The twin cities: St Paul and Minneapolis, Minn.
Info www.sia-web.org

**6-7 JUNE 2013
MANAGING THE
INDUSTRIAL HERITAGE**

University of Oxford Department of Continuing Education. Further details www.conted.ox.ac.uk and on page 23

**8 JUNE 2013
EERIAC**

Maldon Essex. Details and booking form available after the end of February from EERIAC, 5 Hoynors, Danbury, Chelmsford, CM3 4RL (SAE please) or on line from aldertondl@btinternet.com

**25-27 JUNE 2013
GREATER MANCHESTER IA
TOUR**

See details on page 22 and www.MAtrust.org.uk

**28 JUNE - 1 JULY
NAMHO CONFERENCE**

Aberystwyth
For details see www.namho.org

**10-14 JULY 2013
RUST REGENERATION AND
ROMANCE**

Iron and Steel Landscapes and Cultures
Ironbridge. See page 22 or ironandsteel2013.wordpress.com.

**9-15 AUGUST 2013
TAYSIDE TO DEESIDE**

AIA Conference at Dundee
Further information on page 11. Full programme and application forms enclosed with this edition.

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

The AIA was established in 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist survey groups and bodies involved in the preservation of industrial monuments, to represent the interests of Industrial Archaeology at national level, to hold conferences and seminars and to publish the results of research. The AIA publishes an annual Review and quarterly News bulletin. Further details may be obtained from the Liaison Officer, AIA Liaison Office, The Ironbridge Institute, Ironbridge Gorge Museum, Coalbrookdale, Telford TF8 7DX. Tel: 01740 656280.

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



Ironbridge Winter 2010

Photo: David de Haan