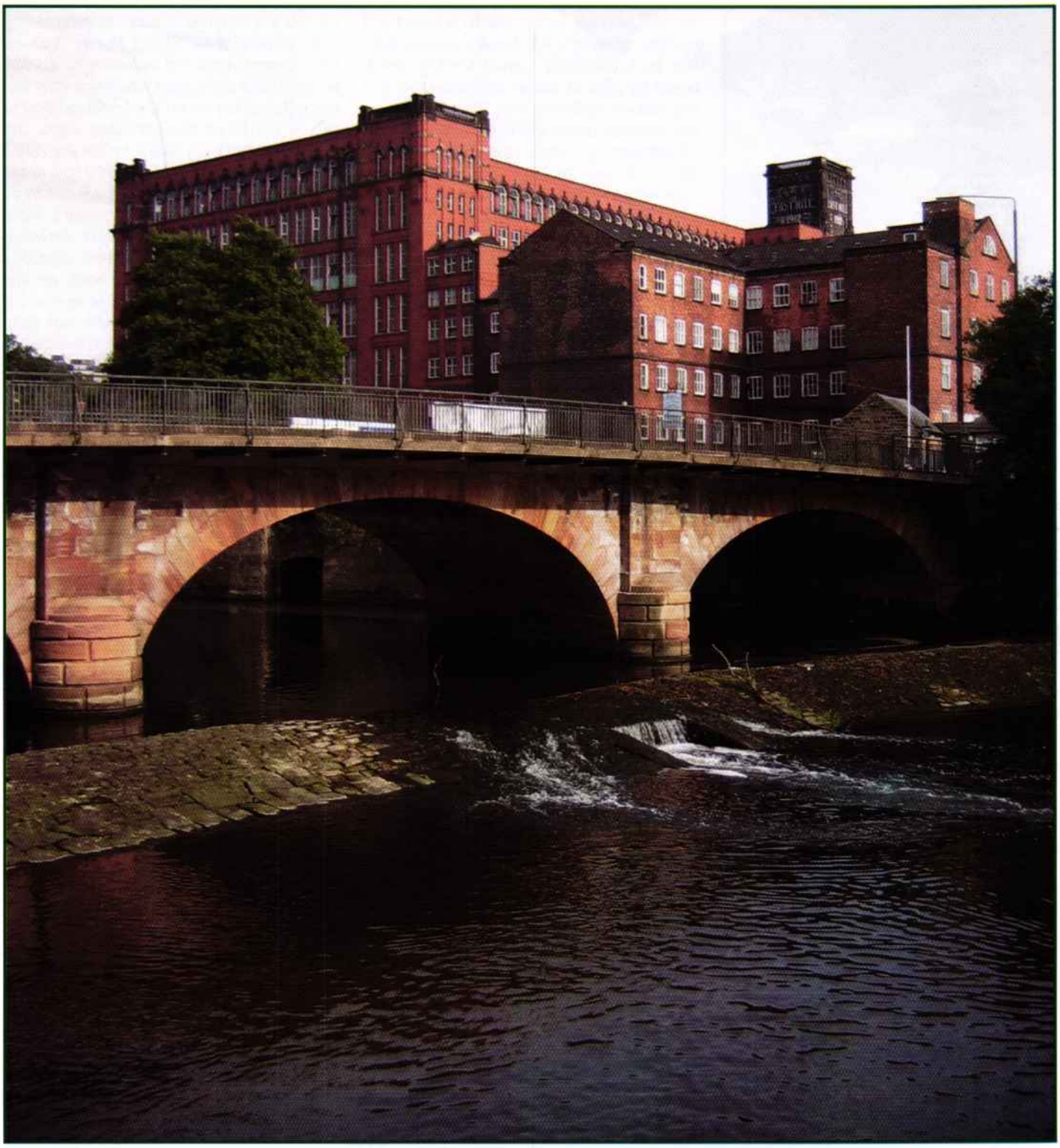
INDUSTRIAL ARCHAEOLOGY NEWS

137
SUMMER
2006

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

FREE TO MEMBERS OF AIA



AIA
ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

INDUSTRIAL ARCHAEOLOGY NEWS 137
Summer 2006

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COVER PICTURE
Belper Mills from the River Derwent (see page 4)
Photo: Peter Stanier

The AIA Council of Management's General Report for 2005

This General Report of the AIA Council of Management summarises the activities of the Council and the membership for the year ending 31 December 2005.

Barry Hood, Honorary Secretary

Normally the Council consists of four elected officers and nine elected members, but one vacancy was unfilled at the AGM so for the rest of the year there were four officers and eight elected members. In 2005 the Council met twice prior to the AGM, and one further time for a weekend of meetings afterwards. Additionally, as usual there was an Extraordinary Council Meeting shortly before the AGM to receive any nominations and deal with other AGM business. Simon Thomas, our part-time paid Liaison Officer, continues to handle all membership matters as well as supporting other officers, dealing with queries and forwarding information about threatened sites to an appropriate local representative.

During 2005, the Association continued to work with Heritage Link and council members have attended its meetings. Two council members attended the two-day Heritage Day and AGM on 7-8 December. The Minister of Culture, David Lammy, attended the Heritage Day and the AIA members were able to take part in the debate on issues facing voluntary organisations.

The educational role of the Association continued with the Ironbridge Weekend, held 2-3 April 2005 on the subject of 'Railway Structures', which attracted 42 participants. There was an interesting series of lectures as well as a field visit to the Telford Horsehay Steam Railway. The considerable range of topics discussed over the weekend provided a good overview of the complexity of the railway system. In addition 31 AIA members had a most interesting and enjoyable tour of various industrial archaeological sites in Belgium on 18-22 April. The tour included boat and canal boat lifts, an early planned coal and iron-working township, foundry and assembly shops and visits to a quarry, a mine and a gin distillery. The tour is well documented in *IA News 134* of Autumn 2005. Following the very successful AIA/English Heritage forum 'Understanding the Workplace' held on 25-26 June 2004 at Nottingham University, the papers and conclusions were published in the *Industrial Archaeological Review,* Volume XXVII (No.1), May 2005. This particular review is outstanding and credit must go to the two editors, Dr David Gwyn and Professor Marilyn Palmer, and to the many participants who made their scholarly contributions.

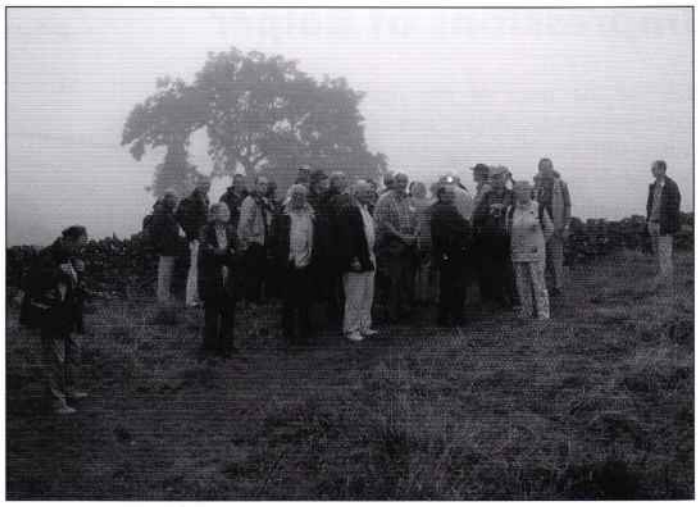
The 2005 AGM and Conference was in Derbyshire, 2-4 September, but held over the border at the University of Nottingham and was well supported with 120 Association members. The pre-conference seminar again attracted good support with some excellent contributions on the theme of 'Industrial archaeology and industrial heritage in National Parks: research, recording and conservation'. Dr Mike Nevell gave the Rolt Memorial Lecture, entitled 'Recent trends in industrial archaeological research'. The essential theme was the need for many industrial archaeologists to move away from the study of processes to the wider awareness of the place of any particular industry within its social and landscape environment.

In addition educational field visits had been arranged over the four days after the AGM and covered a wide range of sites, including Morley Park Ironworks, Peak District Mining Museum, Hope Cement works and various mills, pits and buildings. One of the most interesting visits was to the Clayton tannery in Chesterfield and most of us will not forget the interesting sights and smells. The President's Award, for the site visited which best interpreted the industrial past to the lay visitor, went to the National Tramway Museum at Crich. The Initiative Award, for a group with a worthwhile project deserving support, went to Pleasley Pit, where volunteers have restored the twin-cylinder north winding engine of 1904. It was a most enjoyable and successful conference and full credit must go to Ian Mitchell, Mark Sissons and fellow members of the Derbyshire IA Society, and not forgetting Tony Parkes and Michael Messenger for their organisational skills.

To encourage high standards in all aspects of the study of industrial archaeology, the Association published two issues of *Industrial Archaeology Review* under the editorship of Dr David Gwyn and four issues of *Industrial Archaeology News,* under the editorship of Dr Peter Stanier. The *IA Review* is the journal of the AIA and provides a forum for a wide range of specialist interests in industrial archaeology. Articles over the year covered the 'Understanding the Workplace' seminar (June 2004) and also the Rolt Memorial Lecture given by Denis Smith in 2004. In addition various other technological, archaeological, historical, geographical, social and architectural aspects of industrial archaeology were published in the *IA Review,* as well as surviving evidence of unique industrial activity throughout the world. The *IA News* is the bulletin and main communication organ of the AIA. Highlights during 2005 included illustrated reports on the AIA's Ironbridge Weekend in April, the AIA tour of Belgium and the Annual Conference on Derbyshire in September. There were also reports on the Swannington Heritage Trust and Hough Mill Project, the Heritage Lottery Fund's contribution to industrial heritage, the City of Manchester's Barton aerodrome and IA in Antarctica.

The Main Fieldwork and Recording Award in 2005 went to the Clwyd Archaeology Trust for its work on *Mountains and Orefields: Metal Mining Landscapes of Mid and North East Wales,* published as CBA report 142. The Initiative Award

Awards at the annual Conference Dinner, Nottingham University, 3 September 2006



Delegates like to stand around on conference field trips *Photo: Michael Messenger*

was presented to the Norfolk Industrial Archaeological Society for its recording work on Thermos Ltd, Thetford and the Student Award went to adult students and GLIAS for *The Steam Engine at Wrotham Park*. The Occasional Publications Award was presented to Neil Wright for *Lincolnshire's Industrial Heritage*. The Publications Award went to the Staffordshire Industrial Archaeological Society for its report and survey of the Sandon Limekiln.

The Association continues to support the British Archaeological Awards which are awarded every two years. At Belfast, in October 2004, the award for the best example of the adaptive re-use of a building or structure went to the Eagle Workshops and Exchange Buildings, High Street West, Sunderland, whose restoration under the auspices of the North East Civic Trust has contributed significantly to the renaissance of Sunderland's riverside. Eagle workshops are situated on one of the earliest developed sites in Sunderland. Two doors away from Eagle Workshops are the Exchange Buildings of 1812-14 by architect William Stokoe of Newcastle. They are of grand design and were intended as the hub of social and business life in Sunderland. The Eagle Workshops and the Exchange Buildings are key elements in the regeneration of the old Sunderland town area.

For our own AIA Award, the runners-up award went to D Shed, Cardiff, which received a Certificate of Commendation. A nineteenth-century listed single-storey dock transit shed with an interesting structure involving cruciform cast-iron columns, the building was carefully dismantled to make way for the new Wales Millennium Centre in 1999. D Shed was moved a few hundred yards, re-erected and extended to form a craft studio, exhibition and retail area: the home of Craft on the Bay, the centre for the Makers Guild in Wales.

Reserves policy and risk management. The Council have assessed the major risks to which the Association is exposed, in particular those related to the operations and finances of the Association, and are satisfied that systems are in place to mitigate exposure to the major risks. The Treasurer's proposal of £25,000 reserve was adopted by Council, subject to annual review.

It has been an eventful year and we are most grateful to all officers and members of Council for the time and effort that they put in voluntarily to ensure the smooth running of the Association.

AIA ANNUAL CONFERENCE 2006 – ISLE OF MAN

The 2006 AIA Annual Conference will be held at Douglas on the Isle of Man on 8-10 September. There is no Friday pre-conference seminar this year, but the main conference will be as usual over the weekend from Friday evening to Sunday, with a post-conference additional programme from Sunday to Thursday, 10-14 September.

The AIA was founded in 1973 on the Isle of Man and despite the passage of 33 years there is still much to see. Most famously there is the Lady Isabella, the largest waterwheel in Europe, 72ft 6in (22m) diameter, at Laxey. There are many other metal mining relics, as well as corn and textile mills. Horse trams still ply their trade along Douglas Promenade and the Manx Electric Railway takes a stunningly beautiful route along the east coast. The summit of Snaefell (621m) is still only accessible by the Snaefell Mountain Railway. The Isle of Man Railway from Douglas to Port St Mary operates during the summer with steam. On the roads the TT course has interesting features. As an island, the sea has had a major influence, with evidence of harbours, lighthouses, shipbuilding, ropewalks and kipper smoking. There is an excellent Maritime Museum at Castletown. Tourism had a major impact since the later Victorian period.

This conference will be hotel-based with lectures, dinners and accommodation at the Claremont Hotel in Douglas. Both the Department of Tourism and Manx National Heritage have assured us of a warm welcome on this friendly and attractive island.

Join us on the Isle of Man in 2006. Booking details from:

The AIA Liaison Officer, AIA Office, School of Archaeological Studies,
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☎ 0116 252 5337, Fax: 0116 252 5005, e-mail: AIA@le.ac.uk

Impressions of Belper

One of the tours at the September 2005 Conference visited Belper, part of the Derwent Valley Mills World Heritage Site, north of Derby. This article records one delegate's impressions of the famous Strutt mill complex with accompanying workers' township. At the Derwent Valley Visitor Centre in North Mill the AIA group was greeted by Mary Smedley, who introduced the other enthusiastic guides and staff for the afternoon. The visitors were divided into four groups, two looking at the workers' housing first, the other two looking at the mill.

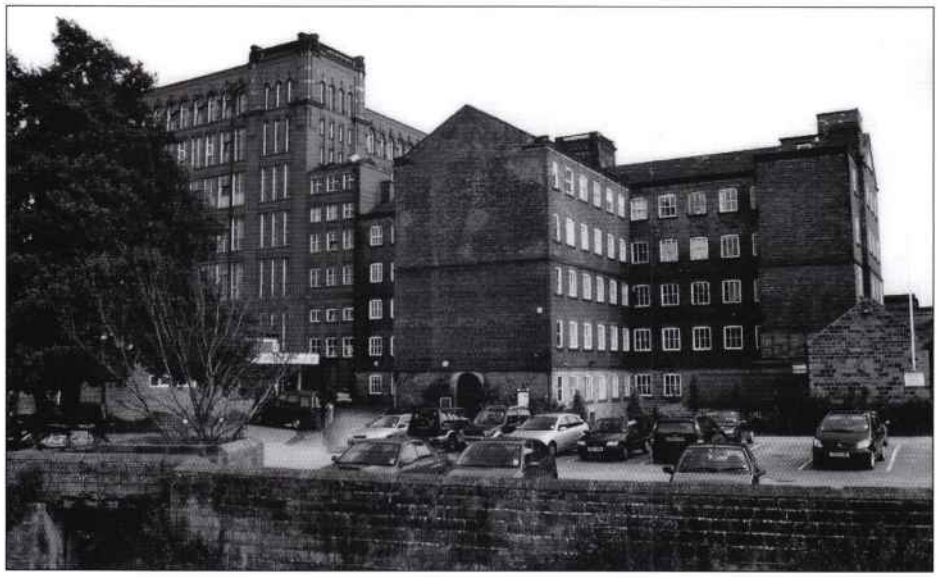
Tim R. Smith

The Visitor Centre, which opened about ten years ago as a 'window' on this part of the Derwent valley, occupies the ground floor and basement of the North Mill. The original mill built by Jedediah Strutt was destroyed by fire in 1803, but was rebuilt by his son, William, using pioneering fireproof construction. Hence its being included in the Derwent Valley Mills World Heritage Site.

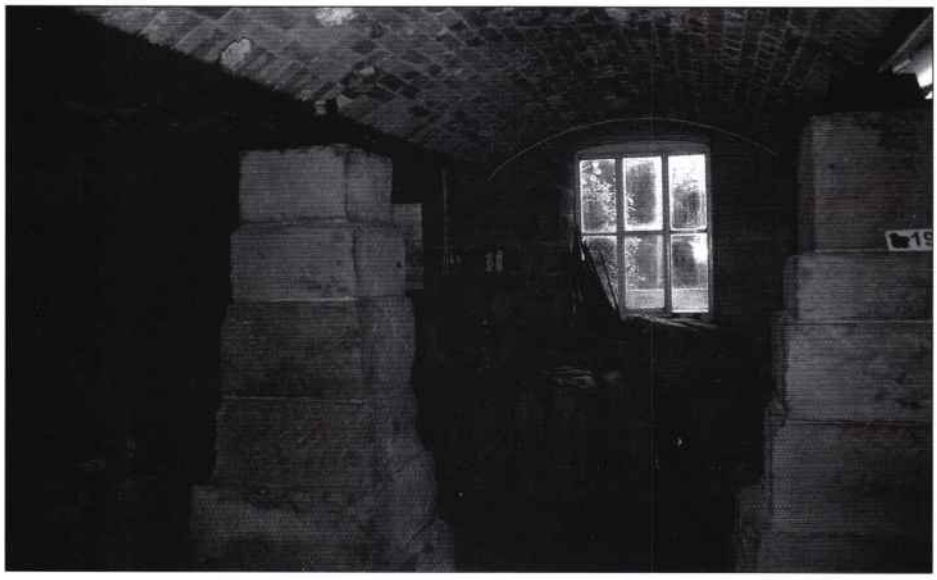
Good models of Belper village and the complex of mills allow visitors to appreciate the geography of the area. The North Mill, rebuilt in 1803-4; the West Mill, 1795; Reeling Mill, 1808; Round Mill, 1813; the 'Gangway' from Strutt House (the office building) over the road, 1795; South Mill 1812. West Mill, Reeling Mill and Round Mill were on the opposite side of the road. Only the North Mill and the lower courses of the South Mill survive. East Mill, a steel framed and brick clad multi-storey mill, was built in 1912. The mills at Belper must have made an imposing sight before the wholesale demolition on the west side of the road in the 1960s.

The Jubilee Bell is displayed in an alcove on the stairs leading to the basement. Cast by Taylor's of Loughborough to mark the Diamond Jubilee of Queen Victoria in 1897, it once hung in a tower above the West Mill. Also on display is a portion of the weathervane damaged by a bomb in World War II. Another alcove display illustrates nail making, a local cottage industry, with Guild rules restricting it to certain families. First mentioned in 1250, it was being carried out on a large scale by 1700. The industry declined after 1892, but the local football team is still called the Nailers.

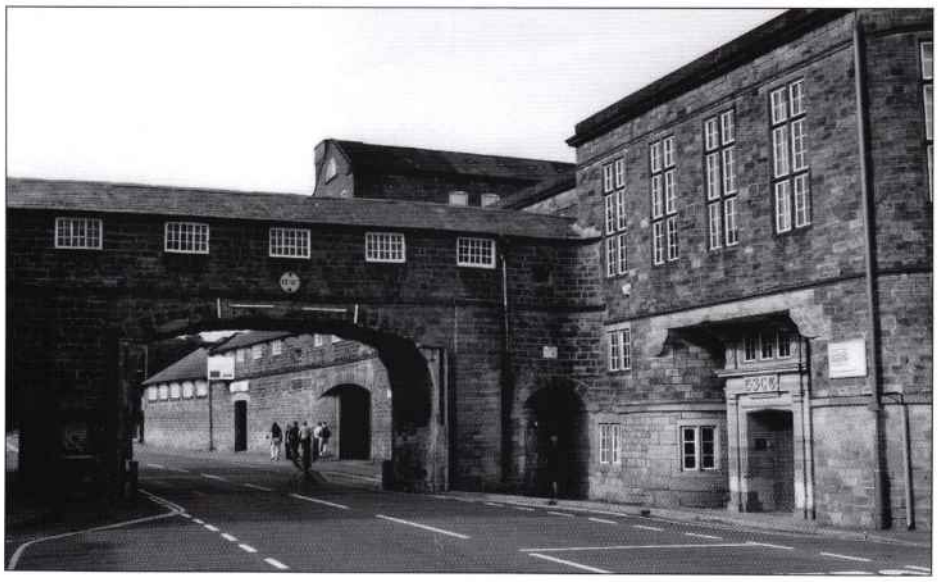
A structural feature at the foot of the stairs is the warming stove installed in 1807 by William Strutt to provide central heating, to keep an even temperature of 19 deg. C, said to be the best temperature for cotton manufacture. Certainly it was not for the comfort of the workforce! In the basement proper the stone piers of the original mill survive, supporting the later cast-iron columns and jack-arches of the fireproof mill. The wheel pit is at basement level, behind a large arch. The breast-shot waterwheel, now removed, was 18 feet in diameter and 23 feet wide. Some evidence of the drive survives. Between the two rows of stone pillars, opposite the wheel pit arch, a stone plinth once supported bevel gearing to turn the shafting through 90 degrees. At one end



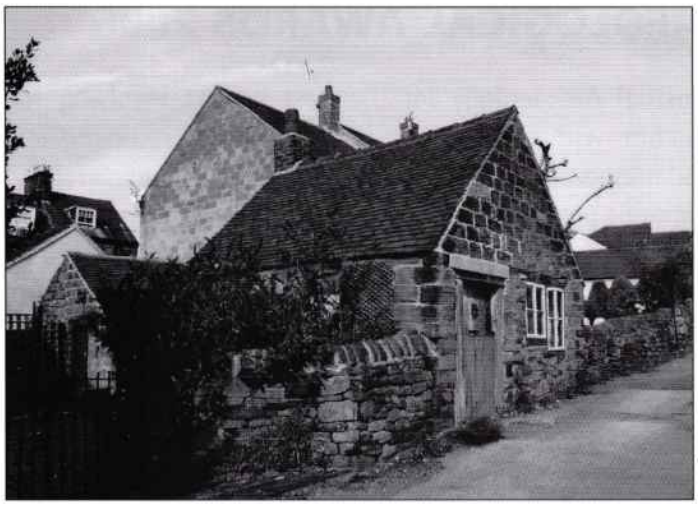
North Mill, Belper, with East Mill to the left *Photo: Tim Smith*



Original basement stone pillars supporting brick arched floor of the rebuilt North Mill *Photo: Peter Stanier*



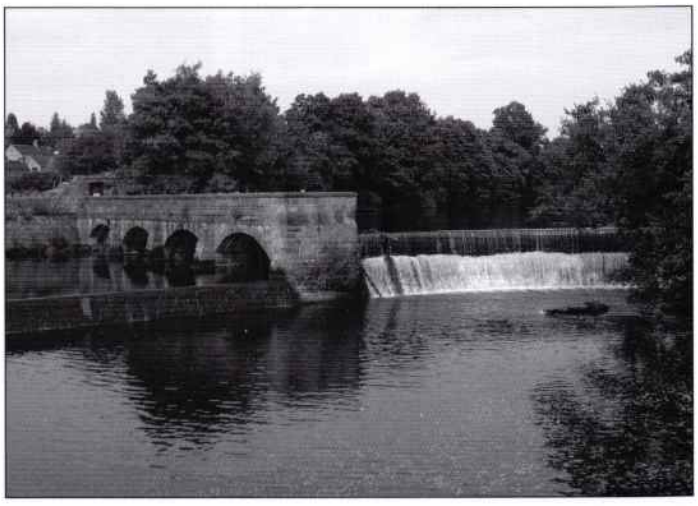
The 'Gangway' that linked the mills on each side of the road. Note The English Sewing Cotton Co. initials over the office door to the right. A gun-port is just visible above the footway arch *Photo: Tim Smith*



The nailer's workshop in Joseph Street, Belper *Photo: Tim Smith*

AIA group in Long Row, Belper *Photo: Tim Smith*

Four back-to-back houses known as 'The Clusters' at Belper *Photo: Peter Stanier*



Belper Mill horseshoe weir *Photo: Peter Stanier*

of the room there are small round holes in the crowns of the jack-arches where upright shafts took the drive up to the mill floors.

Back on the ground floor a number of textile machines, some of them replicas, are displayed, including stocking frames. We were told how in 1759 Jedediah Strutt had solved the problem of wrinkles in frame-knit stockings (the 'Norah Batty effect') with the Derby Rib Attachment, which made him rich. Other items on display include an original early carding engine, a Ghandi wheel, a replica spinning jenny, a replica mule, a braiding machine and a replica water frame. Our guide, Hilary Fender, demonstrated 'carrying the can' using her elbows to lift two of the cans used for slivers.

The second part of the tour was a walk around the most notable group of Strutt housing close to the mill complex. We began with a look at the remarkable 1796-7 horseshoe weir across the Derwent, and the mill headrace and sluices. Nearby River Gardens provides the village with a pleasant park, with flowerbeds, a small lake and a bandstand. The park was built about 100 years ago on the site of osier beds. The man-made lake formed part of a watercourse that joined the South Mill headrace. This headrace runs along the back of East Mill and now feeds a modern hydro-electric plant in the basement of the old South Mill. A feature of the park was the use of artificial rocks known as Pulhamite. There is an interesting link here with the AIA Hatfield conference in 2004, when we saw Pulham's kiln at Broxbourne.

Christ Church was built by the Strutts in 1850 and their school was at the foot of the hill known as Long Row. Further up Long Row is a three-storey terrace on the north side of the street, interrupted by the later North Midland Railway cutting. The house numbers jump from 21 to 25 indicating where four houses had to be demolished to make way for the cutting. The terrace was stone-built in 1792-3, unlike the early nineteenth-century two-storey terrace on the south side which is in brick. This too was split by the railway cutting. The retaining walls and bridges of the cutting are all listed.

After Long Row are William Street, George Street and Joseph Street, all named after Jedediah's sons. His daughters had no streets named after *them!* The Unitarian Chapel of 1788 here was in the course of restoration during the tour. Part way down Joseph Street a small stone building in a back garden was once a nailer's workshop. Between Joseph Street and William Street are groups of four back-to-back houses known as the Clusters, which were built for more important workers. All have large gardens, those of William Street being particularly impressive.

The tall red-brick East Mill dominates the whole mill complex. It is more typical of Oldham than the Derwent Valley and was built by the English Sewing Cotton Co. in 1912. 'E.S.C.Co. East Mill 1912' is still prominent high up on the top of the tower. Under its shadow are an engine house and the stump of a chimney dated 1854. Here too is the 'Gangway', a covered archway across the main road, with its gun ports to ward off Luddites and those similarly disposed, but fortunately never used.

On the far side of the bridge over the Derwent is 'Calder's Corner', a viewpoint with good views over the river to North Mill and the weir. The Calder sisters were the first teachers at the school. Also here is the Cottage Hospital and its recently restored garden. Our tour of Belper ended back at the Visitor Centre at North Mill and its shop, well stocked with informative books and leaflets. Our thanks go to Mary Smedley and her colleagues for making us most welcome.

CELEBRATING THE BRITISH ARCHAEOLOGICAL AWARDS 2006

The AIA Award is sponsored by the Association for Industrial Archaeology for the best project involving the innovative, adaptive re-use of any historic building or structure within the last two years. While preserving and perhaps displaying any historic features, the spirit of the adaptation should be the production of a commercially-viable property which has a secure future because of its economic profitability.

This year's BAAs will be made at the Presentation Ceremony in Birmingham in October. Closing date for receipt of entries is 31 May 2006 and details are given in the advertisement on page 19.

Previous winners of the AIA Award have included the Leeds Corn Exchange (1998), the Beehive, Gatwick Airport (2002) and the Eagle Workshops, Sunderland (2004).

Who will be the winner for 2006?

Eagle Workshops, Sunderland. Winner 2004 *Photo: RJM Carr*

The Beehive at Gatwick Airport. Winner 2002. A surviving set of rails, on which one of the telescopic radial corridors once ran, is prominent in the foreground *Photo: RJM Carr*

Exterior of the Leeds Corn Exchange, Awards winner 1998 *Photo: RJM Carr*

Interior of the Leeds Corn Exchange, now a shopping experience *Photo: RJM Carr*

A New Treasurer

The AIA has a new Treasurer and welcomes Bruce Hedge who took over in early March from Richard Hartree who has most ably overseen the AIA's finances since 2002. Bruce's contact address (also given on page 2) is 7 Clement Close, Wantage, Oxon OX12 7ED. He is a Chartered Management Accountant by profession and worked for 42 years in the oil industry. He has been a member of the AIA for 12 years and has been a frequent attendee at the annual conferences as many readers will know. Bruce is also a long-time member of the Trevithick Society and has just retired after 10 years as secretary of the Vale of White Horse IA Group.

Mary Yoward (1926 – 2006)

Mary Yoward died after a short illness on 5 February 2006. She is someone who is going to be sadly missed by her friends in the many organisations to which she belonged – the Association for Industrial Archaeology, the Newcomen Society, the Hampshire Industrial Archaeology Society, the Hampshire Mills Group and the Church Monuments Society among many other organisations. It is a long time since Mary and Tony Yoward retired from their pharmacy business, but they have filled every moment of it since – not for either of them was retirement an opportunity for putting their feet up! They have both been staunch supporters of all the events that AIA have put on for many years, some of those jointly with the Newcomen Society. Mary was always in the audience for lectures at conferences and seminars as well as out on every field trip during those events. I remember her particularly well during the trip Paul Saulter and Ray Riley organised to look at sites in Poland in 1996 when we went by sea from Harwich across the North Sea and up the Elbe to Hamburg, then a long way by coach via Berlin to various towns in Poland. Mary was great company throughout what was a very exciting but tiring trip, as she always was on these trips to the Netherlands, Belgium, France, Cologne and the Rhine and so on. Equally, on conference field visits she would always cram on a hard hat to take part in site visits, and try hard to persuade Tony that his sandals were not really suitable for crawling over hot brick kilns or climbing up windmills!

Both Mary and Tony had a particular interest in corn mills and corn milling, patiently collecting together details of the names of mills and millers. Mary created a large database, much of which has become part of the Mills Archive in Reading and so is available for others to use. They also ran trips for the Hampshire Mills Group and took part in as many milling things as they could. Mary then took up family history, and they lived in their van while visiting a great many county record offices in England. My house in Leicestershire was a halfway point for some of their visits and their van was a familiar sight parked in the cul-de-sac where I live, as well as at every AIA conference venue I can remember. There, it always doubled up as a tea van from which Mary dispensed teas and coffees, followed usually by something stronger out of a green bottle and accompanied by slices of lemon! When I got my Chair in industrial archaeology, she and others turned it into a champagne bar and I find it difficult to remember the rest of the evening after that! For many years, Mary and Tony sorted out the bookings for our very complicated annual conferences which last a week and are attended by up to 150 people. They only gave up doing this in 2003 when Mike Messenger took it in for our Cardiff meeting, but their laptop and printer was always available in the van to sort out any queries which occurred on the day.

Mary Yoward enjoying a quiet moment at the Red Lion Hotel in the Crich Tramway Museum during the 2005 AIA Conference, September 2005 Photo: Marilyn Palmer

Mary was calm and collected, never getting into a flap about problems which occurred, something that many of us envied as our blood pressure rose when coaches did not turn up or the packed lunches did not arrive. She was a great friend to all of us, and I was very pleased when she and Tony invited Peter Neaverson and I to their Golden Wedding in Emsworth, an occasion I shall always remember for the number of times we put up and took down gazebos in various gardens. She will be sadly missed but I for one am very glad to have known her. Our sympathies are with Tony, Jane and Nick, as well as grandchildren Max and Freya.

Marilyn Palmer

LETTERS

Our fascination with machines

Having been a professional engineer in industry for very many years before becoming an archaeologist, I agree with Roger Holden (Letters, *IA News 136*) that it is important that we understand the technology that lies behind the sites and landscapes we seek to study. However, this technology was not developed in isolation and I think it is wrong to diminish the importance of the social, economic and political factors which surrounded it or to assume that these are somehow the province of people other than Industrial Archaeologists. There was, and still is, a lot more to industry than technology!

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Hooray for Roger Holden!

Hooray for Roger Holden (Letters, *IA News 136*). I take comfort in the knowledge that at least one other person shares my view of Industrial Archaeology, its origins, foundations and original aims '... to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication.'

Unfortunately the activity is in danger of being eclipsed by the influx of historians, sociologists, anthropologists landscapers and the literati, all desperately seeking an outlet for their abstractions and esoteric verbiage.

Without an extensive and in-depth study of craft skills, machines, tools, processes and systems there can be no archaeology. We discard these things at our peril.

Déjà vu!

Peter M. Hughes
6 Lingwood Close, New Mill
Holmforth HD5 7NN

From Wooden Box to Hitler's bunker

Following our travels in South Derbyshire during the AIA Conference last year, I recently picked up a copy of the illustrated book *Around the Wooden Box: Woodville – Swadlincote – Gresley* by P.M. White and J.W. Storer (J.M. Pearson, 1984). To quote the authors: 'The original name for Woodville, a small industrial community straddling the borders of Derbyshire & Leicestershire, was 'Wooden Box'; a name pertaining to the provision of an upturned wooden wine vat as accommodation for the man who took the tolls there in turnpike days.'

A local manufacturer of earthenware was John Knowles (Wooden Box) Ltd, one of whose narrow gauge railway locomotives was 'JACK', the well known Hunslet 18-inch gauge well tank (Hunslet no. 684 of 1898), now preserved at Armley Mills Industrial Museum, Leeds.

Another local firm was the Bretby Art Pottery, and the book includes a photograph of a 'King George VI musical jug' by Jessie Warren, works modeller. The caption continues: 'One [of these jugs] was presented to Adolf Hitler by Neville Chamberlain on his visit to Munich in 1938. When lifted it played the [presumably British] national anthem! Apparently Hitler ordered that the jug be taken to his bunker during air raids.'

I think that a number of us did not quite understand the geographical name 'Wooden Box' during the AIA Derbyshire Conference, and the tale of the musical jug being presented by Neville Chamberlain to Hitler proves that fact always outshines fiction!

Henry Gunston
6 Clement Close, Wantage
Oxfordshire OX12 7ED

A breath of realism

It was nice to read Roger Holden's letter *(IA News 136)* bringing a breath of realism to the discussion as to the place of various studies in history. I too have watched with interest the gradual subversion of the history of technology and the rise in studies on social, economic and political history. One would not deny that these are important but they all depend in the end on technology. Since the days of that unknown first hunter who fashioned a sharpened stone chip for his spear and thus gave his tribe a lead over all the others, our history has been dictated by technology.

That economics depends on technology is self-evident. That politics does so is slightly less clear. But when we look more closely it is technology that has determined the course of countries and empires, kings and elected leaders alike. Many great dukes and princes built vast fortifications only to find that 20 men and a brass tube rendered them useless overnight. The clever ones bought their own cannon and acquired the best technologists to improve them. The others vanish from history.

To come to our own time the invention of the aeroplane changed the world balance of power. In the nineteenth century a highly developed industrial base such as the Ruhr in Germany or the Black Country in Britain was felt to give a country security. They were well behind the lines and could supply their country's armies with their needs without being involved in the actual warfare. The Second World War clearly showed that the future lay with the countries that could spread out their technology over the largest area and so Russia and the USA took over as superpowers.

One could go on forever with examples but the message is clear. Political and social history follows technology. When 'The Mill' was a small water-powered affair in the country workers could live nearby and usually had access to gardens to supplement their diet. When steam power made possible the great textile factories then the workers had, willy-nilly, to live in whatever space they could find near the mill. And as urban transport developed thanks to the locomotive and electric traction they could once more move into less cramped surroundings.

There are two reasons why we should study the history of machines. The first is, as I have shown above, it tells us why people lived as they did, and why the balance of power ebbed and flowed in different parts of the world. One example which probably most clearly demonstrates how our lives follow technology is the humble container. Sixty years ago as the world emerged from the Second World War one of the biggest tasks was to rebuild the port facilities, everywhere damaged or destroyed from the Atlantic coasts of Europe to the Pacific coasts of Japan. Cranes were ordered by the dozen, new warehouses were built, ships were ordered with more and bigger holds. But it was all in vain. After some faltering starts a new method of shipping emerged and it was to change the face of every maritime city in the world.

No-one had foreseen that wartime developments in metal handling and welding technology would enable metal containers to be mass produced, rather than built one by one from wood and steel by craftsmen. Nor had it been realised that developments in communications would enable these containers to be tracked from day to day. But when the two technologies were put together a whole world industry died, with its ramifications affecting probably 90% of the world's population. When you could move goods as easily and safely from China to America as from Paris to London the whole economic picture of the world changed and is still changing.

The second is to make sure that what we are doing actually constitutes progress. Although new methods and materials are always coming along there is a continuity in technology simply because there are so few basic principles. The lever, the wheel and the suspension rope are all examples of ancient technology which have never ceased development. The huge mobile crane of today is essentially the same machine as the derrick shown on Trajan's Column. There is, incidentally, a dichotomy here. The general or social historian needs a knowledge of technological history to appreciate how human development has followed successful technical progress. However, the engineer really needs to study failures! A classic case is that of the monorail, invented in 1821 by Henry Palmer. About once every ten years someone claims that a monorail would provide the ideal solution for urban mass transport. A vast amount of time and money has been wasted pursuing this illusion. Yet a study of history would show that so far no-one has been able to make a successful passenger-carrying monorail system. In fact after nearly 200 years of trying only a handful of monorails exist world-wide and there is not a single 'system', only isolated routes usually in special situations. As George Santayana memorably said, 'Those who forget history are doomed to repeat it.'

As industrial historians, surely our job is to put before those who do not share our passion our knowledge of how human society is, and always has been, dictated by technology. This task is not helped by presenting side issues, such as housing or military prowess, as part of the main stream. This is not to say that the history of human habitation or military history are not fascinating or worthwhile studies, but they always need to be seen in the light of the technological development which underpins them.

For the professional historian at least a working background of industrial history is needed, if only to follow the development of pottery or metalware found in many 'digs'. At least the outlines of the history of technology should form a part of any history degree course. Likewise we should be pushing for proper industrial museums rather than the children's playgrounds that seem to be replacing them. As far as I know there is no director or senior curator in any of our industrial museums with engineering qualifications. If this is so it is a shocking indictment of our culture. We can see the effects even in our greatest institutions. As Tim Mickleburgh points out, the Science Museum has become a shop and playground with a few pretty artefacts attached. The craze is for turning handles and pushing buttons. I would question how much children learn about industrial history from turning the handle of a generator. It is a toy, a gimmick. It teaches nothing about the development of the electricity industry and the national and international grids. One thing that struck me about visiting museums in New Zealand was how much original material there is, simply because the limited number of volunteers means that in many cases they are displaying history without excessive frippery. Their museums are like Avoncroft, not Warwick Castle, and all the better for it.

Fortunately there are gleams of hope. In our shop we have noticed a steady but growing demand for original books on technical subjects. The ICE does have an active historical group, PHEW, as does the IEE. Perhaps some day the wheel will come full circle and the preservation of technology will be undertaken by those active in that technology in daily life. They might not understand 'elective visitor desire' but they will know what the whole thing is about. They might also benefit; as Sima Qian, the great Chinese historian said over 2000 years ago: 'Those who do not forget the past are the masters of the future.'

Christopher Irwin
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Recognition for Thomson Turbines

I see in *IA News 136,* page 17, reference to the world's oldest working example of as Williamson Double Vortex water turbine. This unit should, strictly speaking, be referred to as a Thomson Turbine after its inventor James Thomson, first full-time professor of engineering at Queen's College, Belfast. Williamson undertook manufacture from c1850 (the year of the patent, which the Privy Council renewed when it lapsed) to 1881, making 439 before passing the design to Gilbert Gilkes & Co. (who made more Thomson Turbines). For some years Gilkes had a small, early, example on static display.

However, the work of Thomson, who predated Francis in the USA in producing a working design, deserves better recognition and the preserving of a large working example of this important development that rated one half of the space devoted by D. Clark to the turbine machinery at the Great Exhibition is 1862 is long overdue.

Dr Michael Gould
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South West and South Wales Region IA Conference

This well-attended conference was organised by the Oxford House IA Society and held at Crosskeys College, Gwent, on 1 April 2006. The first talk was by Stephen Jones who works for the Welsh Development Agency and is the author of the recently published *Brunel in South Wales – Vol.1*. (see *IA News 135*, 128). He outlined the various aspects of Brunel's work connected with South Wales, and told us of the many Brunel events that are taking place there this year. His talk was a very useful reminder that Brunel worked in many places other than Bristol, although that city is the focus of events this year commemorating the 200th anniversary of his birth.

The recording and preservation of the Newport Ship was the theme of a talk by Toby Jones (a Jones from the USA, not Wales!). Toby is a project officer with the international team that is working on the cleaning, recording and preservation of the timbers of Newport's medieval ship, discovered during the construction of a new waterfront theatre. Amazingly, the cofferdam erected to protect the digging of the foundations of the theatre had almost enclosed, through sheer luck, the whole of the ship other than part of the bow.

Brian Davis, curator of the Pontypridd Museum, talked about William Edwards and his great bridge, completed in 1755, and which is situated by the museum building. He illustrated his talk by showing many of the impressions of the bridge by various artists, some using artistic licence. It was interesting to see the early drawings of the bridge before Pontypridd had been developed, and when the bridge was in the countryside on a packhorse road. We also heard of the number of attempts that William Edwards made before the bridge finally stood proud and strong.

After a buffet lunch, we heard Malcolm Johnson talk about his research into the Dos Nail Works (1835-1961) at Newport, which employed at least 800 in its heyday. Unfortunately he did not cover the methods of production, or show any pictures of the works in operation. The works covered a large area between Newport station and the river; now only one original building is left following redevelopment of the area.

A typical Thames & Severn Canal lock-keeper's round house at Cerney Wick

Theo Stening then spoke of the rebirth of the Cotswold canals where restoration is being driven by the Cotswold Canals Partnership, which is comprised of local authorities, the regional development agency, environmental organisations, the Cotswold Canals Trust and other stakeholders in the scheme Following the first phase of Heritage Lottery funding, the project has started with restoring the Stroudwater Navigation from Stonehouse to Stroud, the Thames & Seven Canal from Stroud to Brimscombe Port, and the establishment of a walking trail to Saul. Later work will restore the Stroudwater Navigation to Saul, and the Thames & Seven Canal from the Thames at Inglesham to close by the Cotswold Water Park. There will be other stages before the final difficult job of restoring the 2_-mile Sapperton Tunnel. There is much work to be done over at least the next 10 years.

The final talk was by Robert Allwood and Sandy Buchanan on the subject of flax production in South Somerset. Robert illustrated the early days of flax production before mechanisation, and gave his

view that many of the recorded sheep dips in the area, including Dorset, were flax retting ponds before they were used for sheep dipping. Sandy then brought the story of flax production into the era of water and steam power.

The next South West and South Wales regional conference will be organised by the Somerset IA Society at Wellington on 19 May 2007.

John Brown

Large river engineering structures

Large engineering structures used for river management play vital roles, although they tend to receive little attention. During February I aimed at redressing the balance by a presentation in Bristol to members of the Western Branch of the Newcomen Society, and of the South West Region of the Institution of Civil Engineers. With Somerset nearby, it was appropriate to start with Highbridge Clyse, at the tidal limit of the River Brue. 'Clyse' is the local Somerset term for a structure at the tidal limit of a river which allows fresh water (including flows from land drainage) to flow out, but prevents tidal seawater flowing inwards. At Highbridge there are tidal pointing doors (self-opening mitre gates which point seaward), with additional 'guillotine' vertical-drop sluice gates. There has been some form of tidal clyse at Highbridge since 1485, but the present structure has its origins in a 'new cut' made in 1804.

Moving to Fenland north of Wisbech, there are also tidal pointing doors on the Foul Anchor Sluice, at the mouth of the North Level Main Drain, near where it meets the River Nene. The structure here, which dates from 1859, was designed by George Robert Stephenson, an appropriately named cousin of the famous engineers.

The Environment Agency sensibly uses the term 'The Denver Complex' to cover the wide variety of sluices, together with two navigation locks, which lie where the easterly course of the Great Ouse joins the northern end of the tidal New Bedford River, south of Kings Lynn. The original Denver Sluice, controlling flow from the eastern rivers of the Bedford Levels into the tidal channel of the Great Ouse, was erected by Vermuyden in 1652. Following rebuilding by Labelye, a Swiss, around 1750, the three central sluices of the present structure date from the work of Sir John Rennie in 1834. In 1923 Ransomes and Rapier installed vertical-drop guillotine gates on the upstream side of the pointing doors on the three Rennie sluices, and a very large, separate guillotine gate, known as the 'Big Eye', was also installed at that time.

Concern over river management in the 1930s, coupled with government funding, led to a number of structures incorporating large guillotine gates being constructed at the tidal limits of rivers. These were usually engineered by Ransomes and Rapier of Ipswich. The Allington Sluices on the Medway and the vast Dog-in-a-Doublet Lock and Sluices, below Peterborough on the Nene, were both commissioned in 1937. The uncompromising steel lattice structure at Dog-in-a Doublet contrasts with the more 'architectural' styling at Allington.

Holme Sluices, on the Trent east of Nottingham, were commissioned in 1955 following a number of serious floods, culminating in those of 1947. As at Allington, the guillotine gates there are directly lifted by electric motors and large hanging 'counterweights' (as installed at Dog-in-a-Doublet) are not used. A modern contrast in design is the Thames Barrier, opened by HM the Queen in 1984, which uses rotating rising-sector gates to provide unrestricted height access to shipping.

Further information can be found in my paper 'Large flood control structures on English navigable rivers', which appeared in the *Journal of the Railway & Canal Historical Society,* Vol. 35, Part 1, No. 191, March 2005, pp 2 – 9.

Henry Gunston

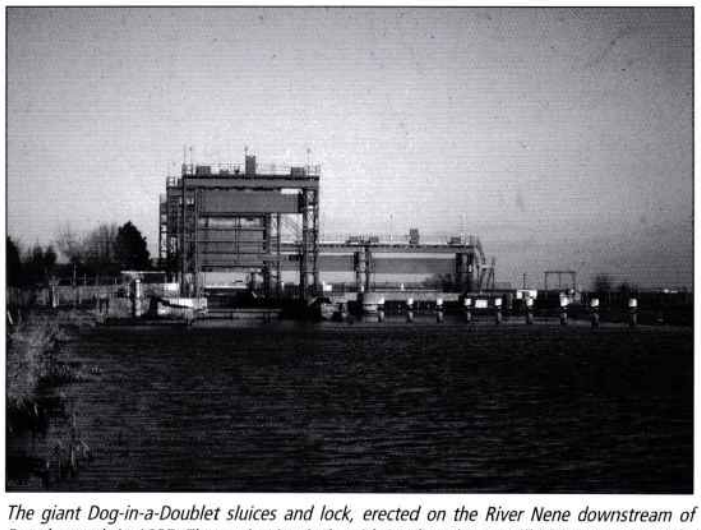
`Plus Ça Change

At Stockwood Park near Luton is the Mossman Collection which includes a genuine Royal Mail Coach circa 1840, almost unique. What may not be realised is that nearly all mail coaches that we see in museums and collections are not original, as this one is, but were made in the later nineteenth century for the revival of coaching as a leisure pastime. This phenomenon exactly parallels the railway preservation movement of the last 50 years, but the passion and extent of the nineteenth-century coaching revival is now almost forgotten.

There was a sentimental re-introduction of coaching from the 1860s. Coaching was revived as a nostalgic and somewhat upper-crust pastime, not a serious competitor for rail transport. In the spring of 1866 horse-drawn coaches began to run from London once more and by 1875 there were eleven coaches starting from the White Horse Cellars in Piccadilly. One coach the New Times, running from Piccadilly, was operated by Walter Schoolbred from 1879 right up to 1914 on the route between London and Guildford.

Essentially these coach services provided day trips out from London to pleasant places, stopping on the way for good food and drink at inns and recalling the days when coaching was about travel rather than entertainment. They were the coaching equivalent of the many special trains currently operated from London for very similar reasons. It is from the late nineteenth century that we get the popular Dickensian images of people travelling home for Christmas through the snow, something older well-to-do people then would have remembered doing from their adolescent years.

Seeing that apart from a few events under the patronage of the Duke of Edinburgh there is now little in the way of coaching in Britain, we must appreciate that the present popularity of the railway preservation movement may well not survive long once railway travel in the age of steam is beyond living memory. There are already plenty of younger railway enthusiasts,



The giant Dog-in-a-Doublet sluices and lock, erected on the River Nene downstream of Peterborough in 1937. The navigation lock, with its three large guillotine gates, is on the left, and the two sluice gates are on the right. All gates are linked to heavy counterweights

Photo: Henry Gunston

Oath Lock sluices on the River Parrett, Somerset. This 1927 structure by Ransomes & Rapier Ltd was replaced by a more modern one during 2005

Photo: Peter Stanier

passionate about diesel traction which they knew from their teenage years, for whom steam locomotives are of no interest at all. Spotters on station platforms now seem more interested in freight train operation, passenger trains being operated by standardised diesel and electric units having lost their appeal. When industry itself has passed beyond living memory, similar considerations must be entertained regarding industrial archaeology, at least as a popular pastime.

However there does seem to be a counter example in the field of inland navigation. The current 'Canal Mania' is an extensive programme of canal re-opening now in progress which often involves canal building along new alignments, and shows little sign of abating. Younger people are involved and by 2025 it is planned that a considerable extra canal mileage suitable for boating will be in use.

Robert Carr

Border and Identity – a call for papers

How far do (or don't) the very separate political and cultural identities of England and Scotland show up in the archaeological record? And can we distinguish separate national from the (shared/different) regional archaeologies of the Borders? Do the differences decline with time, as a shared British identity replaces separate English and Scottish identities, and if so does this happen in some areas of material culture and not others? Or is the picture more of regional material cultures, perhaps cross-cutting the Border? To what extent do our understandings of the material culture of the border regions, and of English and Scottish archaeology more broadly, derive from the separate development of archaeological research traditions on either side of the divide?

The conference 'Border and Identity: the Solway Basin, England and Scotland c1500-2000', to be held at Dumfries on 30 September-1 October 2006, will be jointly organised by the Society for Post-Medieval Archaeology (SPMA) and the Dumfries and Galloway Archaeology and Natural History Society (DGANHS), and will be held at the Crichton University Campus, Dumfries. The organising group will consist of David Cranstone (SPMA), Dr David Caldwell (National Museum of Scotland), Dr Chris Dalglish (GUARD/Glasgow University), Dr Richard Newman (Cumbria County Archaeologist), together with DGANHS members. Papers may relate to the regional archaeology of Cumbria and Dumfries and Galloway (together or separately), or to broader issues of Anglo-Scottish archaeology.

Offers of papers, with abstract, should be sent (preferably as Word attachments) to either: David Cranstone, 267 Kells Lane, Low Fell, Gateshead, Tyne and Wear NE9 5HU, e-mail: cranconsult@btinternet.com, or Dr Chris Dalglish, GUARD, The Gregory Building, Lilybank Gardens, University of Glasgow, Glasgow G12 8QQ, e-mail: C.Dalglish@archaeology.arts.gla.ac.uk.

Deadline for proposals: 31 May 2006.

Routemaster buses in London

The last double-decker Routemaster buses operating on route 159 from Marble Arch to Streatham in London ceased work in December 2005. These were the last such buses in regular service but if you would still like to experience a ride on a traditional open-platform bus complete with conductor there is yet time as two heritage services were introduced in November. Using ten refurbished vehicles from a special pool of 16, five each will operate in central London on routes 9 and 15, every 15 minutes seven days a week from about 9.30am to 6.30pm. Surprisingly these heritage buses are running almost empty. Does the average bus traveller think a special tourist fare is being charged, or is it that they want to travel beyond the limited central part of the route covered? The few passengers riding are almost all elderly and generally have bus passes or travelcards; perhaps the young find newer buses more comfortable and convenient, or cheaper. Anyway it seems unlikely that these heritage services will continue to operate as they are much beyond the autumn of 2006, so take the opportunity while it is available.

Robert Carr

Accessing the railway archive

The 'Search Engine' is a new project starting at the National Railway Museum in York which will make available some 180 tons of material from the archives, including drawings, paintings, posters, tickets, reports, sound recordings, etc. The £3.5 centre, partly financed by the Heritage Lottery Fund, should be open by the autumn of 2007 and will allow the public to access items without an appointment.

Paddington Span Four under threat

Span Four, the Great Western Railway's dramatic Edwardian train shed at Paddington Station, is under threat of demolition and replacement with an office block. If demolished, this will be the largest Grade I listed structure to be bulldozed since the listing system began. SAVE Britain's Heritage is actively involved in trying to preserve this integral part of the great railway terminus. It is argued that it is 'a far-fetched absurdity' of the developers to call it a pastiche, for the structure was carefully designed to complement Brunel's original station. SAVE has published a well illustrated report attacking the demolition proposals and suggesting ways the issue can be resolved. It is highly recommended. Compiled by Adam Wilkinson, *Save Paddington's Span Four: This engineering marvel must stay!* (ISBN 0 905978 49 8) costs £4 and can be obtained from SAVE Britain's Heritage, 70 Cowcross Street, London EC1M 6EJ, ☎ 020 7253 3500.

SAVE Britain's Heritage

Nomad returns

Because of its vast size, the Belfast-made RMS *Titanic* was unable to enter all ports along its route. For this reason tenders were built by Harland & Wolff to ferry passengers to and from the ship. One such tender was the *Nomadic* which was launched for the White Star Line in 1911 to service the *Titanic* at the French port of Cherbourg. This it did in 1912, but only once, as the *Titanic* struck an iceberg and sank on its maiden voyage to America. The *Nomadic* subsequently saw action in both world wars and ended up as a floating restaurant in Paris. Since 2002, it has been moored at Le Havre.

Now the sole surviving White Star ship still afloat, it was auctioned on 26 January. With a reserve price of €250,000, it was a surprise to everyone when a representative of Northern Ireland's Department of Social Development turned up and secured the ship for one Euro above its asking price.

Speaking after its acquisition, DSD Minister David Hanson MP said that the hush-hush nature of the government's bid was necessary to prevent any escalation in its price at auction. He envisaged that a charitable trust would be set up to raise funds for its restoration. Belfast City Council has pledged £100,000 to bring it back to Belfast where a berth will be provided by the Belfast Harbour Commissioners.

Once inside British waters, the *Nomadic* will be put on the UK Register of Historic Ships. This also includes HMS *Caroline*, a First World War battleship already berthed in Belfast and still in use with the Naval Reserve.

Should the funding appeal be successful, the *Nomadic* will be restored by Harland & Wolff. Happily they still have all its original drawings so an authentic restoration is assured!

Industrial Heritage Association of Ireland

Happy birthday Brunel

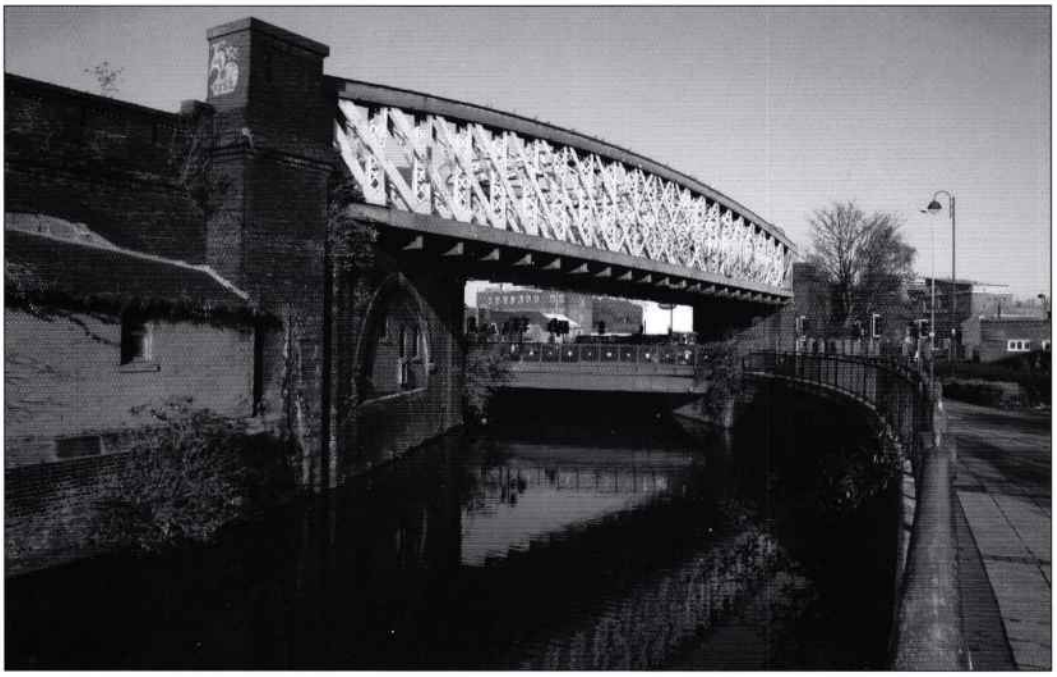
Bristol celebrated the eve of Brunel's 200th birthday in style on the Saturday 8 April with a spectacular firework display on the Clifton Suspension Bridge, followed by the switching on of new illuminations for the bridge. Celebrations on a stage at Observatory Hill on the Clifton Downs included a brass band, community theatre, choral society and 200 saxophonists performing a specially commissioned musical score. There was a large audience here and more crowds down below in the Cumberland Basin to watch the fireworks and inauguration of the new lights. Isambard Kingdom Brunel was born in Portsea (Portsmouth) on 9 April 1806.

APOLOGY

Due to an editorial oversight the article and accompanying photographs on Roundhouse Farm, Nantyglo (*IA News 136*, page 12) should have been attributed to Nigel Jones of the Clwyd-Powys Archaeological Trust. CPAT has been involved in a number of industrial archaeological projects in the region and *IA News* apologises most sincerely for this accidental mis-representation.

East Midlands

The East Midlands Industrial Archaeology Conferences (EMIACs) take place under the auspices of the individual member organisations, on a rota basis every six months. We are under pressure from some members to change the image to a more friendly 'Heritage Day' outlook with less emphasis on the academic theme. The idea is to attract more non-members to prop up a falling and increasingly elderly audience, which appear to attract the same persons to each venue. Views are sought from other similar groups as to whether they are experiencing similar trends, and what they perceive as solutions. In any case, The Leicestershire Industrial History Society, (LIHS) will attempt to reverse the falling attendance figures in the organisation of their next EMIAC in October 2007, which will be based at Foxton Locks.



Ex-Great Central Railway bowstring bridge in Leicester, awaiting demolition *Photo: David Lyne*

Leicester also report a growing tendency for the local council to pay little attention to Buildings and Structures of Industrial Heritage value. Too often there is no maintained list of such items, and little or no planned maintenance over many years which ensures that they follow the inevitable degradation, and are eventually demolished as being unsafe. This is certainly the case of the 'bowstring' bridge in central Leicester, bought from British Rail by the LCC when the Great Central Railway was closed. Without a penny being spent on repairs since, it is now pronounced as unsafe and tenders for demolition are being prepared. The estimated cost of this demolition will not be revealed, on the grounds that it is commercially sensitive, making alternative cost effective solutions for salvage difficult to suggest. Even medieval stone bridleway bridges have suffered similar a fate, with English Heritage intervention now being sought.

On the other hand, another Great Central conventional plate and girder bridge three miles up the line, and now carrying a footpath as part of the 'Great Central Way' and cycle route N6, is being extensively repaired with replacement decking sections, completely new side panels and supports, presumably so that it will last another 50 years without planned maintenance. This repair is scheduled to last 26 weeks and involves closing or partially closing a main city interconnection road over this period. All this was deemed necessary to prevent stones being dropped on unsuspecting motorists through the holes that had appeared in the cover plates. Sledge hammers and cracked nuts come to mind.

Again, I suspect that many councils are adopting similar policies in order to keep council tax levies down to a decreed level. But what is it doing for our heritage?

The Glenfield tunnel, built by Stephenson, and at its time the longest railway tunnel in the world, is still up for sale by the Leicester City Council, who originally bought it for £5, and have now agreed to spend £¾ million on repairs to a structure of historical value, with very limited access at one end only - 1,796 yards of tunnel with one end blocked off completely - but ask them to save a ex-GCR bowstring bridge with usefulness as a footpath and a superb city centre location? Absolutely not, instead about twice this amount is to be spent on demolition!

On another subject and a happier note, LIHS member David Ramsey, whilst researching a slate quarry in Leicestershire has uncovered a (horse gin?) winding unit, with the remains of a double

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VACANT

The newly crafted horse and handler presented to the Swannington Heritage Trust to enhance the replica winding gin

drum system, and asks if anyone has information as to possible makers. The main gear and spur is not unlike similar machines found locally for driving, for example, clay rolls for small brickyards such as at Ticknal. But is there a national similarity? Any information can be sent to lihs99@ntlworld.com. It would appear to have been horse powered, and one side of the drum arrangement pulled up a 45 degree ramp cut into the quarry face, whilst the other side wound upwards direct from the quarry floor.

The next issue of the LIHS Bulletin will have a full article by David Ramsey on the slate production in Leicestershire and its early history, which promises to give revised information as to the location and growth of this important industry.

The National Forest has presented a life size figure of a horse and its handler to the Swannington Heritage Trust (AIA Dorothea Conservation award winners in 2004), to complement the replica winding gin that the trust had built a year or so ago. On 2 April local dignitaries and senior members of the East Midlands National Forest, together with over 50 trust members and friends unveiled the figures, which had been made by two local self-taught craftsmen based at Moira.

In Derbyshire, the last remaining unlisted portion of Derby Locomotive Works has been demolished. This was the late nineteenth-century fitting shops and paint shop, which continued in use for bogie manufacture up to the end of 2004. The only remaining original buildings on the site are the listed 1840 offices, roundhouse and workshops which remain empty awaiting a new use.

Views of Mondal Dale Viaduct on the disused Midland Railway route through the Peak District have been improved by felling about an acre of trees. The viaduct is a famous example of a railway structure in the landscape which had become gradually obscured by tree growth. The Peak District National Park came to an agreement with the landowners to remove the trees and the area will now be managed as a shrub and coppice habitat so that wildlife can thrive whilst retaining the view of the viaduct.

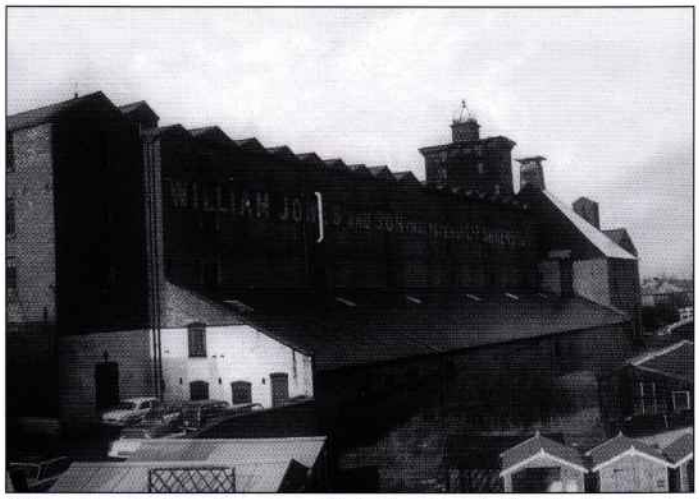
Two large tenement lace factories in Erewash are now being converted into housing. Springfield Mills in Sandiacre and Victoria Mills in Draycott both date from 1888. Neither is in a particularly fashionable location, so it will be interesting to see how much demand there is for the 'luxury apartments' being created.

The Derby and Sandiacre Canal Trust have submitted a £25 million application to the Living Landmarks fund of the National Lottery. The scheme to restore the Derby Canal includes a Derbyshire rival to the Falkirk Wheel - the so called 'Derby Arm' which will connect the two parts of the canal north and south of the River Derwent, by lifting boats over the river so the navigation along the canal is unaffected by water levels in the river.

David Lyne

West Midlands

It is refreshing to report that 2005 can be seen as a year of several positives as far as the West Midlands is concerned. First and foremost came the very welcome news that English Heritage had acquired Ditherington Mill in Shrewsbury, the world's first iron-framed building dating from 1796. Sadly neglected since it was last used as a maltings in the 1980s, schemes for its restoration have come and gone with monotonous regularity, whilst externally the complex of buildings and their surroundings have grown increasingly shabby. The fact that they are now in English Heritage ownership, however, does not necessarily mean that a solution to their long term use is just round the corner (viz. Chatterley Whitfield, not



Ditherington Mill in Shrewsbury, the world's first iron-framed building, has been acquired recently by English Heritage. The exterior still looks very much as it did when this photograph was taken in 1972 *Photo: John Powell*

too many miles away at Stoke). The site is too far from Shrewsbury town centre to attract casual visitors, and whilst plans to restore the Shrewsbury Canal from Norbury Junction to Shropshire's county town, passing through Ditherington, look attractive, the fundraising implications are mind-boggling and, even if they were to reach fruition, would be many years away. Nevertheless, the site is safe and meaningful discussions can now begin.

Further down the River Severn, and also looking increasingly down-at-heel in recent years, is the historically significant town of Stourport, where the Staffs & Worcs Canal joins the river via a series of locks and basins, surrounded by period buildings of considerable architectural interest. British Waterways have announced that the whole area will be rejuvenated, which is long overdue. No doubt purists will object to the inclusion of new housing in the plans, but as has been proved in many dockside developments, using residential accommodation is often the key to sustained regeneration. It will be marvellous to see the boarded-up Tontine Hotel back in use, with gongoozlers enjoying a civilised pint whilst watching the boats lock in and out. Let's hope that it retains its original identity, and doesn't get inappropriately re-named or transformed into some ghastly theme pub.

Further downstream, the long-derelict area around Diglis Basin, where the Worcester & Birmingham Canal joins the river, is also due to be redeveloped, again with a substantial amount of housing written into the scheme. We wish that scheme equal success.

As always, there is activity to report from the Ironbridge Gorge. Restoration at the Jackfield Tile Museum continues apace, and a superb 'Tile Gazetteer', published by the Tiles & Architectural Ceramics Society, was officially launched there in September. Further progress has been made on the Watercourses Project, which has involved a number of partners headed by the local council recording, measuring and clearing streams and culverts, above and below ground, in Coalbrookdale. This has resulted in the dredging and landscaping of the Upper Furnace Pool, which is now full of water for the first time in many years.

Lower down the valley, at the Upper Forge, the Museum's Archaeology Unit under the leadership of Paul Belford, aided by Professor Ron Ross from Wilfrid Laurier University in Ontario, have completed excavations which have been going on for several summers. They have unearthed the remains of two seventeenth-century steel furnaces, previously only known about from documentary sources. The furnaces were later incorporated into a maltings, which were in turn converted into tenement houses which were demolished in the 1960s. This amazing discovery, which will be fully written up in due course, confirms that this remarkable area was at the very forefront of metallurgical technology long before the first Abraham Darby arrived there in 1708.

John Powell

The boarded-up Tontine Hotel overlooks the entrance lock to the canal basin at Stourport-on-Severn. British Waterways have announced that the whole area is to be rejuvenated
Photo: John Powell

Excavating a seventeenth-century steel furnace discovered at the Upper Forge site, Coalbrookdale
Photo: John Powell

Home Counties

Agricultural engineering is very important at the small Bedfordshire village of Silsoe, where two world-renowned research and teaching institutions are sited. During 2006, however, both these organisations will effectively cease their activities at Silsoe. The National Institute of Agricultural Engineering (NIAE) moved to Silsoe in 1947, and is now known as the Silsoe Research Institute. Its origins lay in an earlier Institute of Agricultural Engineering, established at Oxford in 1924. For a long period the NIAE ran 'standard' tests to evaluate the performance of new farm tractor designs. Across the main A6 road lies the Silsoe Campus of Cranfield University, a centre for research and teaching. Established at Silsoe as the National College of Agricultural Engineering during 1964, the college was absorbed by Cranfield University (also in Bedfordshire) in 1975. Most current activities on the Silsoe Campus will now be transferred to the main Cranfield site, whose own origins lie in a College of Aeronautics, founded there in 1946.

The Silsoe Campus has always been keen on the history of agricultural machinery. A bronze wall plaque commemorating John Fowler of Leeds, largely funded by traction engine clubs, was unveiled in 1965. The students' Engineering Society has an interesting collection of old farm machinery, including a Howard 'Dungledozer', which dates from the 1940s. Based on a Fordson tractor (with tracks attached to its main wheels), rotating blades within a 'hood' mounted behind the tractor were pushed into a pile of farmyard manure. The dung was then lifted (for loading into muck spreaders) by two clanking mechanically-driven conveyors, one sloping upwards, followed by a horizontal one, which could be swivelled from side to side.

Also in Bedfordshire, the Leighton Buzzard Railway has had difficulties. In 2002, planning permission was granted for a new housing estate next to Page's Park station, with a condition that a new station building (which would also accommodate community activities) would be provided at an early stage. However, there were problems with the property developers, and also plans to divert the funding linked to the community facilities elsewhere. Discussions with the Planning Committee of South Bedfordshire District Council should help ensure security of tenure for the railway at Page's Park.

The Max Café at Padworth (Berks), on the A4 main road between Reading and Thatcham, is a traditional truckers' stop which Peter Trout, of the Berkshire IA Group, describes as 'ephemeral industrial archaeology'. It is a 'large shack-type building with ... a huge metal teapot dominating the façade.' A lorry's crew 'is replenished with a pint mug of tea, bacon, sausages, sunny-side eggs [and] fried bread.' Inside is a proper 'chalked up' menu, and the kitchen ladies shout out the numbers of orders when they are ready. Peter was active at a Historic Commercial Vehicle Society rally, held on site during March. Mugs of truckers' tea

(served from a very large teapot) were sunk by 'good old boys' - and by your correspondent - as the old trucks outside were discussed. Especially interesting was a Crossley 6-wheeled light truck of 1927, which originally incorporated the 'half-track' system developed by the Frenchman Adolphe Kegresse, with support from Andre Citroen – and the Tsar of Russia.

In Hertfordshire, a lease was signed during March for a preservation trust to become custodians of the Grade 2 listed St Albans (Herts) South Signal Box, which contains a rare Midland Railway tumbler interlocking lever frame. A group was originally formed in 2002 to restore the box, which had then been out of use for some 25 years. The trust plan to restore the operational floor of the box to its original working condition. Elsewhere in the county, Watford Central Baths, opened in 1933, are under threat in the 'Civic Core Development'. The swimming pool, which could be converted to a public hall during the winter months, was the first in Britain to be all-electric. Unfortunately the original Bastian & Allen electric boiler has gone. Also at Watford, little survives of the once important Sun Printing Works, where periodicals such as *Picture Post* were printed using high quality photogravure techniques. Only a small 'Art Deco' clock tower remains. The Sun Engraving Co. Ltd was formed in 1918 by amalgamation of other local firms.

The site of Oxford Castle and its associated prison has been radically changed. The prison (closed in 1996) has been converted to an up-market hotel, and construction work revealed an early heating boiler with a saddle-shaped water jacket. Hot water would have circulated by convection to a heat exchanger, from which hot air was channelled into each cell. Some of the channels survived, and the overall scheme can be appreciated from plans of the wing held in the County Record Office. Although these plans are undated, the prison was enlarged and remodelled during 1848-1856 and it is thought that the surviving boiler and heating system date from that period. The new Oxford Castle Heritage Centre is programmed to open on 6 May 2006.

Also in Oxford, the future of the Castle Mill boatyard site at Jericho, beside the Oxford Canal, has been under vigorous discussion. British Waterways want the boatyard to move so that they can sell off the site for housing development. Protestors have delayed a final decision, but at the time of writing (March), the continued survival of the boatyard is not confirmed. Excavations in Paradise Street, Oxford, have revealed parts of the former Swan Brewery. Together with the nearby maltings (long gone), this was formerly the home of Messrs Hall & Co., established in 1795, and later Hall's Oxford Brewery Ltd. Brewing ceased on the site in 1927, following a takeover by Samuel Allsopp & Sons Ltd. The area was connected with brewing and malting from at least the sixteenth century.

Moving to more recent times, archaeologist Bob Clarke, author of *Four Minute Warning – Britain's Cold War,* is pressing for the retention of the former American air base at Upper Heyford (Oxon). A report on the site, commissioned by North Oxfordshire Consortium, Cherwell District Council and English Heritage, noted: 'Upper Heyford's closure, soon after the end of the Cold War, has meant that many of the structures have remained unaltered and the base is frozen in time.' Bob Clarke adds: 'Upper Heyford is home to unique monuments, not only from the Cold War, but also the First World War. This makes it a site of national and international importance.' Our thanks to Brian Durham, Dick Godwin, Peter Trout and all others whose contributions we have used.

Henry Gunston and Tim Smith

The bronze wall plaque in memory of John Fowler of Leeds, installed at the National College of Agricultural Engineering, Silsoe, in 1965
Photo: Prof. Dick Godwin

Local Society and other periodicals received

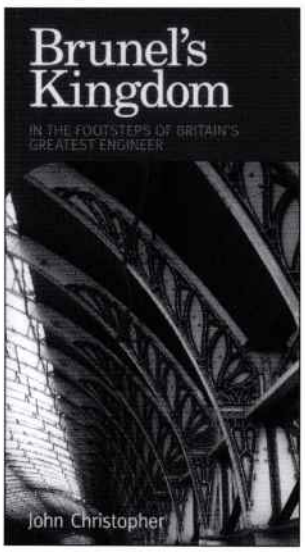
Abstracts will appear in *Industrial Archaeology Review.*

Archaeology in Wales, 44, 2004
Brewery History, 120, Autumn 2005
Brewery History Society Newsletter, 33, Christmas 2005, 34, Winter 2005
Bristol Industrial Archaeology Society Journal, 38, 2005
Cumbria Industrial History Society Bulletin, 63, December 2005
Dorset Industrial Archaeology Society Newsletter, 13, September 2005, 14, January 2006
GLIAS Newsletter, 218, June 2005, 221, December 2005
Hampshire IA Society Focus on Industrial Archaeology, 65, December 2005
Hampshire Mills Group Newsletter, 71, Winter 2005
Industrial Heritage, 31/2, Summer 2005; 31/3, Winter 2005
Journal of the Norfolk Industrial Archaeology Society, 7/5, 2005
Journal of the Trevithick Society, 32, 2005
Journal of the Worcestershire IA and Local History Society, 29, Winter 2005
Lancashire History Quarterly, 9/2, Summer 2005
Manchester Region IA Society Newsletter, 114, November 2005, 115, March 2006
Scottish Industrial Heritage Society Bulletin, 39, December 2005
Search: the Bulletin of the South Wiltshire IA Society, 83, March 2006
Somerset IA Society Bulletin, 99, August 2005, 100, December 2005
South Derbyshire Heritage News, 20, Autumn 2005
South Yorkshire Industrial History Society Journal, 3, 2004
Suffolk IA Society Newsletter, 92, February 2006
Surrey Industrial History Group Newsletter, 149, January 2006
TICCIH Bulletin, 28, Spring 2005, 29, Spring 2005, 30, Summer 2005
Trevithick Society Newsletter, 129, August 2005; 130, December 2005
Yorkshire Archaeological Society, Industrial History Section Newsletter, 65, Autumn 2005
Yorkshire History Quarterly, 10/4, May 2005

Books Received

The following books have been received for review in *Industrial Archaeology Review.*

Brunel's Kingdom: In the Footsteps of Britain's Greatest Engineer, by John Christopher. Stroud: Tempus Publishing Ltd. 2006. 192 pp, 100 illus. ISBN 0 7524 3697 X. £12.99.

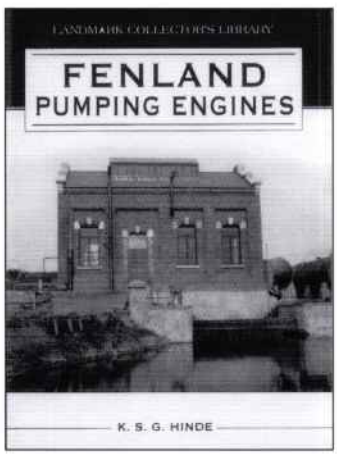


Brunel, who celebrates the anniversary of his 200th birthday this year and is said by many to be Britain's greatest engineer, is well known as the designer of famous bridges, railway stations and ships. There have been many books written about the man himself, but this is the first book to be written about the structures, buildings and legacy of Brunel. The author introduces the reader to Brunel, his life and work, before taking a tour through the country to show the many places that hold a Brunel connection. There are the famous sites such as the GWR from Paddington to Bristol, with Box Tunnel and Swindon railway works and village along the way, and features from the spectacular such as the SS Great Britain and the Clifton Suspension Bridge at Bristol, or the Royal Albert Bridge across the Tamar, to what is reputedly Brunel's toilet in the museum at Newton Abbot in Devon. The book is published in a handy guide format.

Cornish Brick Making and Brick Buildings, by John Ferguson & Charles Thurlow. St Austell: Cornish Hillside Publications. 204 pp, 312 illus (121 in colour). ISBN 1 900147 40 8. paperback £15.99.

For a county so well known for its stone buildings and the remains of metal mining, it may come as a surprise to learn that Cornwall also had a widespread brick making industry from the late eighteenth to mid-twentieth century. The authors explore at least 70 known sites throughout the county, using period maps and old photographs. Despite having been closed for so long, several sites have remains of kilns, chimneys or other buildings. They examine the use of bricks in buildings, for walls, corners or details such as corners, windows and doorways, or ridge tiles and even highly elaborate terracotta decorative work; there are also garden walls and industrial chimneys. Industrial uses include china clay drying flues and arsenic calciners. Many of the bricks with their makers' marks are also shown in this highly illustrated book.

Fenland Pumping Engines, by K.S.G. Hinde. Ashbourne: Landmark Publishing. 2005. 224 pp, 165 illus. ISBN 1 84306 188 0. hardback £24.99.



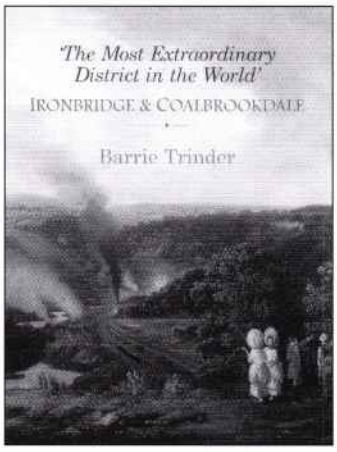
For centuries there has been an ongoing battle to control the water levels in the fenlands by a variety of pumps. This book details the engines that did, and in some cases, still do, the pumping. The author is well placed to write this book, his paternal grandmother's family have given over 350 years of service to drainage boards in a variety of occupations. Types of engines and pumps, and organisation of the drainage boards are outlined before the main body of the book covers over 200 steam and diesel-powered pumping stations located around the Fens and Trent Valley from the early nineteenth century. The book is profusely illustrated with photographs of many of the stations and their engines, accompanied by notes and location maps.

The Life and Labours of Thomas Brassey, by Sir Arthur Helps. Stroud: Nonsuch Publishing. 2006. 233 pp, 4 maps. ISBN 1 84588 011 0. £12.00.

Thomas Brassey (1805-70) was the king of railways. He was perhaps the most important railway contractor in the world in the nineteenth century, building railways in Britain, Europe, Asia, Australia, and North and South America, in all over 6,500 miles of track, fully one sixth of the network in

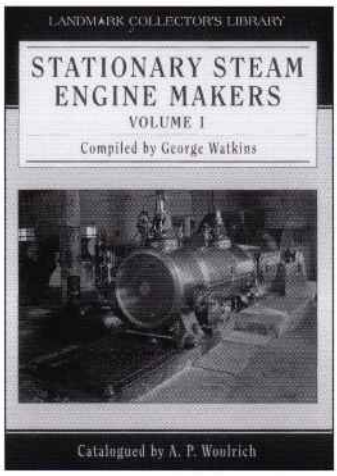
Britain and half of that in France. At his peak he employed a veritable army of 75,000 men across the world engaged on numerous projects costing upwards of £36 million. He died in 1870, leaving a fortune of £3.2 million. This biography, written by Sir Arthur Helps in 1894, concentrates on Brassey's professional life and highlights his skill both as an engineer and as a man of business. As the railways grew, Brassey was at the forefront of this exciting new mode of transport.

'The Most Extraordinary District in the World': Ironbridge and Coalbrookdale, by Barry Trinder. Chichester: Phillimore & Co. 2005. 148 pp, 103 illus. ISBN 1 86077 375 3. hardback £19.99.



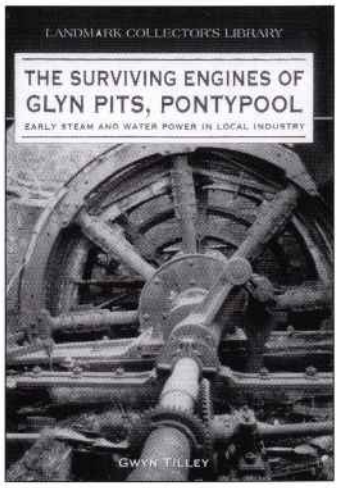
This is the third, fully revised edition of a book first published in 1977 by the acknowledged expert on the subject. It is produced in an attractive style, illustrated with many fascinating colour and black and white period views to accompany an anthology of 53 descriptions of the area seen through the eyes of visitors. They range from the earliest known detailed description of Severn Gorge industries by Samuel Simpson in 1746 to Michael Rix's article of 1955 in which the term 'Industrial Archaeology' was used for the first time in print. There are richly descriptive accounts by James Nasmyth, inventor of the steam hammer, and Victorian excursionists, while French, Italian, German, Prussian and Swedish visitors all gave their impressions too. Charles Hubert described the place in 1836 as 'the most extraordinary district in the world' and Michael Rix was able to describe the 'cradle' of the Industrial Revolution at Coalbrookdale as 'still thickly sown with monuments' in 1955. The Ironbridge Gorge Museum Trust was formed 12 years later.

Stationary Steam Engine Makers Volume 1, by George Watkins. Ashbourne: Landmark Publishing. 2006. 176 pp, 150 illus. ISBN 1 84306 200 3. hardback £26.99.



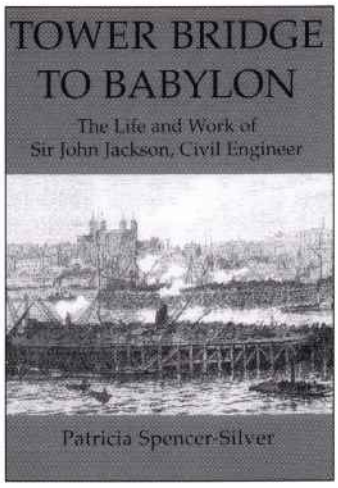
This volume, catalogued by Tony Woolrich, is based on 375 stationary steam engine makers' files in the George Watkins Collection at the National Monuments Record, Swindon. Watkins began collecting catalogues from firms that were still making engines in the 1920s. His interest was international in scope. A great many of the makers are illustrated with a selection of images from advertisements, photographs and trade literature dating back to the 1860s. Each entry lists the file contents classified under advertisements; letters; MS notes used by Watkins; photographs; printed material; trade literature; and other material. This book will be a primary source of new information for local historians and will also appeal to readers interested in the history of printing and engraving.

The Surviving Engines of Glyn Pits, Pontypool: Early Steam and Water Power in Local Industry, by Gwyn Tilley. Ashbourne: Landmark Publishing. 2005. 160 pp, 150 illus. ISBN 1 84306 203 8. hardback £15.99.



Glyn Pits near Pontypool is renowned for its surviving Victorian steam engines. Both the mine and the engines are now protected as a monument of national importance and are awaiting restoration. Gwyn Tilley is one of the last engineers in Pontypool to work on steam equipment and has been working on a history of Old Glyn Pits for several years. He describes what remains and puts the engines into their historical context. The book details the two steam engines at Glyn Pits together with two unusual water balance pits at Blaendare and Talywaun. The opportunity is also taken to describe in some detail the remains of other industries in the area. The photographs are accompanied by detailed captions.

Tower Bridge to Babylon: The Life and Work of Sir John Jackson, Civil Engineer, by Patricia Spencer-Silver. Sudbury: Six Martletts Publishing. 2005. 232 pp, 160 illus. ISBN 0 9544856 1 0. hardback £28.00.

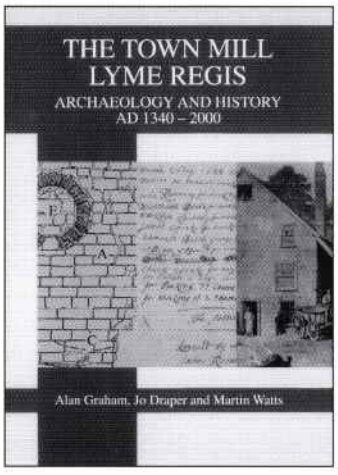


Sir John Jackson (1851-1919) was one of the great civil engineering contractors of the late nineteenth and early twentieth century. Although it is with great regret that the company archives of Sir John Jackson Ltd have been destroyed, this account of the man's family life and business career has been compiled from other sources. Jackson's considerable achievements were mainly in dockworks for government bodies. His first contract in 1876 was for the Queen's Dock, Glasgow, and he received a knighthood in 1895 for the Manchester Ship Canal in which he used steam navvies and land dredgers. Other major works included the Tower Bridge foundations, Barry entrance lock, Dover Harbour, Keyham Dockyard (Devonport), Tynemouth Pier and the Loch Leven HEP scheme. Overseas contracts saw Jackson at Simon's Town Dock in South Africa, Singapore harbour, the Hindia Barrage across the Euphrates in what was then Mesopotamia, and the Arica-La Paz Railway across the Andes.

THREE PUBLICATIONS FOR ONE MILL

After many years of neglect, the Town Mill at Lyme Regis in Dorset became an unpromising, run-down site due for demolition. Thanks to the vision and enthusiasm of local campaigners it was saved and restored to become an attractive and important asset to both inhabitants and visitors alike in the seaside town. Now that this has been achieved, the Town Mill Trust has produced three very different publications of a high standard, designed to meet all tastes of anyone interested in the mill. This innovative and ambitious approach is a model of what can be achieved through the enthusiasm of the trustees and volunteers of this or any similar organisation. All three publications are available from The Town Mill Trust, Mill Lane, Lyme Regis, Dorset DT7 3PU. ☎ 01297 443579, e-mail: info@townmill.org.uk, website: www.townmill.org.uk.

The Town Mill, Lyme Regis: Archaeology & History AD1340-2000, by Alan Graham, Jo Draper & Martin Watts. Lyme Regis: Town Mill Trust. 2005. 114 pp, 62 illus. ISBN 0 9551576 0 9. £9.95. Available plus £2 p&p.



The academic book of the mill gives the detailed results of work by an archaeologist, historian and millwright. Historical research was based mainly on a large number of bills of 1687-1799 from which we learn of the tenants, and repairs to machinery and the building itself. A very detailed archaeological survey shows how the original twin outside wheels were replaced by a single internal one, and the work also found traces of a fire perhaps that caused during the siege of Lyme in 1644. The mill's twentieth-century history and archaeology is included too. The whole book is illustrated with photographs (some historical), and extremely clear plans and diagrams.

A thousand years of milling: The Town Mill, Lyme Regis, by Martin Watts. Lyme Regis: Town Mill Trust. 2005. 36 pp, 41 illus. ISBN 0 9551576 1 7. £3.95. Available plus £1 p&p.

This is the visitor guide and is copiously illustrated. It covers the history of the mill, its working and the restoration. The clear illustrations are just what are needed for such a useful little guide. Martin Watts, the author, was the millwright involved in the restoration of the mill.

...Cheaper to re-roof than demolish: An oral history of the Town Mill, Lyme Regis, ed. by Bridget Wilkins. Lyme Regis: Town Mill Trust. 2005. CD and booklet, 32 pp, 48 illus. ISBN 0 9551576 2 5. £4.95. Available plus £1.50 p&p.

The CD is the fruit of a three-year oral history project funded by a Local History Initiative. It includes the voices of those who remember the mill in its dying days, as a local council depot and playground for local children, and those who rescued it from dereliction and uncovered the history and brought it back to life. It is accompanied by a beautifully illustrated booklet.

Short Notices

Serpentine, by Michael Sagar-Fenton, with Stuart B. Smith. Penryn: Truran Books Ltd. 64 pp, 63 illus. ISBN 1 85022 199 5. £6.99.

This small book gives an account of the rise and fall of a local industry of some interest. Found on the Lizard peninsula in Cornwall, the ancient stone known as serpentine takes on attractive veined colours when polished. Items won prizes at the Great Exhibition in 1851 and there was a brief Victorian fashion for large ornamental vases, bowls, monuments, fireplaces, shop fronts and even church fonts. There were perhaps over 100 workers in its heyday, when there was a cutting and polishing factory at Penzance (where six Blue John workers were brought down from Derbyshire) and a more interesting one at Poltesco on the Lizard coast, powered by a large waterwheel and small steam engine. Closed since 1893, the ruins are now owned by the National Trust. The book also describes the present state of a much declined industry, where literally a handful of craftsmen turn and polish ornaments and model lighthouses as souvenirs for visitors to the most southerly point in England.

Water Supply, by Peter Naylor. Princes Risborough: Shire Publications. 2005. 56 pp, 56 illus. ISBN 0 7478 0608 X. £5.99.

Water used in the home is taken for granted with hardly a thought. This book answers the questions of where does it come from, how does it get to our taps and how is it cleaned to a potable standard. The book sets out to explain how Britain is provided with a constant supply of safe water. Topics covered include London's early water supply, the development and construction of reservoirs, pumping stations and boreholes and water purification. There is also information on the organisation of the industry into water boards and supply companies, and there is a list of reservoirs and some museums which can be visited.

A PAIR OF SPANISH MILLS

These two ruined horizontal watermills were encountered by chance on a recent visit to central Spain. Both granite buildings are close together beside the fast-flowing Tormes river at Hoyos del Espino on the edge of the Parque Regional de La Sierra de Gredos. Top: the upper mill site, with waterfall behind. Bottom: Single pair of millstones inside the lower ruin. *Photos: Peter Stanier*

THE BRITISH ARCHAEOLOGICAL AWARDS 2006

The AIA Award

sponsored by the Association for Industrial Archaeology

Purpose

The AIA Award is for the best project involving the innovative, adaptive re-use of any historic building or structure within the last two years (to 31 May 2006).

While preserving and perhaps displaying any historic features, the spirit of the adaptation should be the production of a commercially-viable property which has a secure future because of its economic profitability.

Award

- WINNER – Trophy and British Archaeological Awards' Certificate
- HIGHLY COMMENDED – British Archaeological Awards' Certificates

The Awards will be made in October 2006 at the Presentation Ceremony in Birmingham.

Eligibility

Museums and publicly-displayed sites are excluded. (Such schemes may, however, be eligible for the Heritage in Britain and Virgin Awards.)

Judging

Entries will be assessed by a panel of judges under the aegis of the British Archaeological Awards. The judges' decision, both as to eligibility and merit, will be final.

Procedure

Entries should be submitted on the standard entry form, supported by an additional description on A4 paper, single spacing, typed on one side of the paper only, and not exceeding 1500 words.

Supporting documents (including maps, plans or photographs) may be included, but these should be limited in number, capable of easy reproduction (unless 5 copies are supplied) and should not exceed A4 size. Fully electronic entries, which can subsequently be distributed to judges by e-mail, are welcome.

Nominations should be sent to:
Caroline Raison, British Archaeological Awards
c/o Society of Antiquaries of London, Burlington House, Piccadilly, London W1J 0BE
email: admin@royalarchaeolinst.org

Closing date for receipt of entries: 31 May 2006

20 MAY 2006
EMIAC 71
at Darley Abbey, Derby, the 71st East Midlands Industrial Archaeology Conference will be held in Darley Abbey, Derby, on the theme of the Evans Cotton Mills, their technology and the development of the surrounding community, speakers will include Adam Menuge from English Heritage. Further details from Mark Sissons, 1 Far Coton. Market Bosworth, Warks CV13 0PJ.

10 JUNE 2006
16TH EERIAC
at the Museum of Fenland Pumping in Prickwillow, near Ely, Cambridgeshire, the 16th East of England Region Industrial Archaeology Conference. Application form and programme available from Mrs Brenda Taylor, Crown House, Horsham St Faith's, Norwich NR10 3JD in March – please send SAE.

10-11 JUNE 2006
NAMHO CONFERENCE 2006: MINES IN THE LANDSCAPE
at the Royal International Pavilion, Llangollen, the National Association of Mining History Organisations' annual conference in Llangollen, with lectures on the subject of Mines in the Landscape and field trips for those interested. For details see the website:
http://namhoconference.org.uk/.

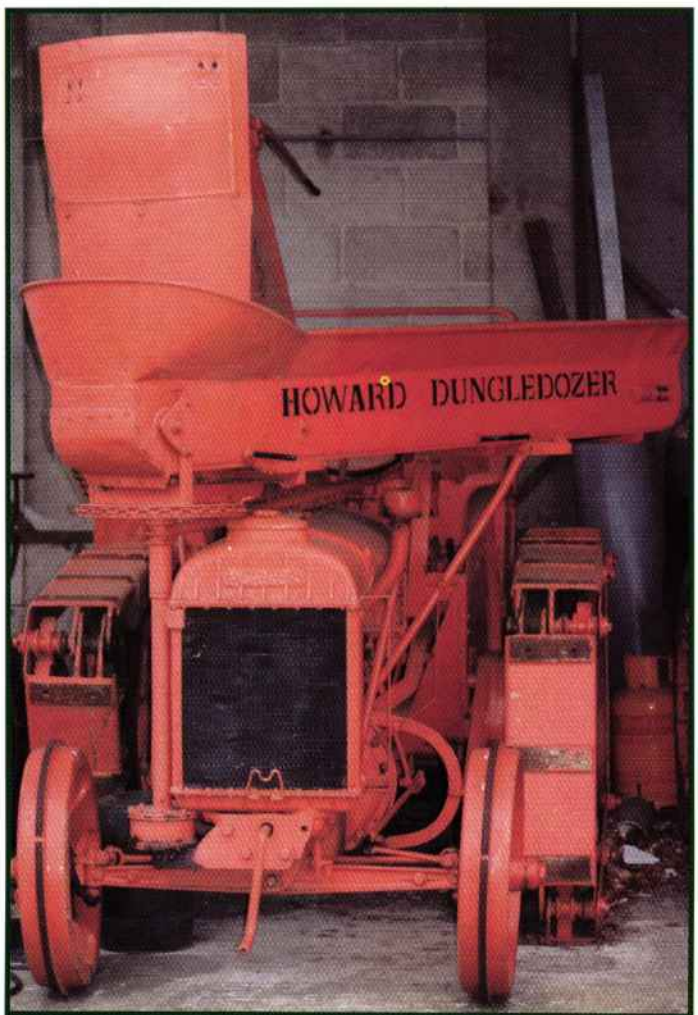
2-5 JULY 2006
PAST INDUSTRIES IN THE COUNTY BORDERS
at Dillington House, Ilminster, Somerset, a course on IA in the attractive coastal and inland landscapes of the Somerset, Devon and Dorset borderlands , with lectures and field visits to include lace mills, branch railways, early bridges, quarries, breweries, corn mills, lime kilns, and harbours. Details from Dillington House, Ilminster, Somerset TA19 9DT,
☎ 01460 52426,
website: www.dillington.co.uk.

3-9 JULY 2006
BRUNEL BICENTENARY WEEK
at London and Bristol, including a mid-week steam trip. Events include the Institution of Civil Engineers Triennial Conference, London, Brunel Bicentenary Steam Train Trip, Brunel Bicentenary Conference, Bristol, Brunel Tours of Bristol and Newcomen Society Events, Bristol. For more details visit the website: www.ice.org.uk/conferences.

6-13 AUGUST 2006
PRACTICAL INDUSTRIAL ARCHAEOLOGY
at Plas Tan y Bwlch, Snowdonia National Park. This well established course will this year be surveying the Glenrafon Quarry on the slopes of Snowdon near Rhyd-ddu (SH581 540). If you are interested in quarries or Welsh slāte and would like to contribute to recording their remains before the evidence for a once major industry is lost for ever this is the course for you. The tutors are Dr David Gwyn and Celia Hancock. Details from Plas Tan y Bwlch Environmental Studies Centre, Maentwrog, Ffestiniog, Gwynedd, LL41 3YU. ☎ 0871 871 4004, e-mail: plas@eyri-npa.gov.uk, or visit: www.plastanybwlch.com.

8-14 SEPTEMBER 2006
AIA ISLE OF MAN CONFERENCE
at Douglas, and a return to the Isle of Man, last visited in 1973 when the AIA was founded. Please see advert inside for a description of the IA delights in store.

14-23 SEPTEMBER 2006
TICCIH XIII CONGRESS
at Terni, Italy, the scientific part of the 13th congress of The International Committee for the Conservation of Industrial Heritage will be held 14-18 September, with visits to surrounding industrial heritage sites, followed by post-congress tours. There is a wide-ranging programme of academic activities, scientific visits and events that will allow participants to establish contacts, exchange information, and compare different experiences at both national and international levels. Contact: Congress Secretary's Office, TICCIH 2006, ICSIM – Via I Maggio 23, 05100 Terni, Italy.
Tel: 00397444407187,
Fax: 0039744407468,
E-mail: icsim@icsim.it.



The Howard 'Dungledozer' in the Engineering Society collection at Silsoe Campus. The dung, collected by rotating blades at the back of the Fordson tractor, was routed up a conveyor on the left, then loaded via the swinging conveyor which carries the name. The tracks fitted to the main tractor wheels can also be seen (see page 14)
Photo: Prof. Dick Godwin

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.

INDUSTRIAL ARCHAEOLOGY NEWS
(formerly AIA Bulletin ISSN 0309-0051)
ISSN 1354-1455

Editor: Dr Peter Stanier

Published by the Association for Industrial Archaeology. Contributions should be sent to the Editor, Dr Peter Stanier, 49 Breach Lane, Shaftesbury, Dorset SP7 8LF. News and press releases may be sent to the Editor or the appropriate AIA Regional Correspondents. The Editor may be telephoned on 01747 854707 or e-mail: aianewsletter@yahoo.co.uk.

Final copy dates are as follows:

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

The AIA was established in 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research, conservation and publication. It aims to assist and support regional and specialist survey groups and bodies involved in the preservation of industrial monuments, to represent the interests of Industrial Archaeology at national level, to hold conferences and seminars and to publish the results of research. The AIA publishes an annual Review and quarterly News bulletin. Further details may be obtained from the Liaison Officer, AIA Office, School of Archaeological Studies, University of Leicester, Leicester LE1 7RH.
☎ 0116 252 5337 Fax: 0116 252 5005.

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Registered office: c/o IGMT, Coach Road, Coalbrookdale, Telford, Shropshire TF8 7DQ
Produced by TBC Print Services Limited, Blandford Forum, Dorset DT11 8ST