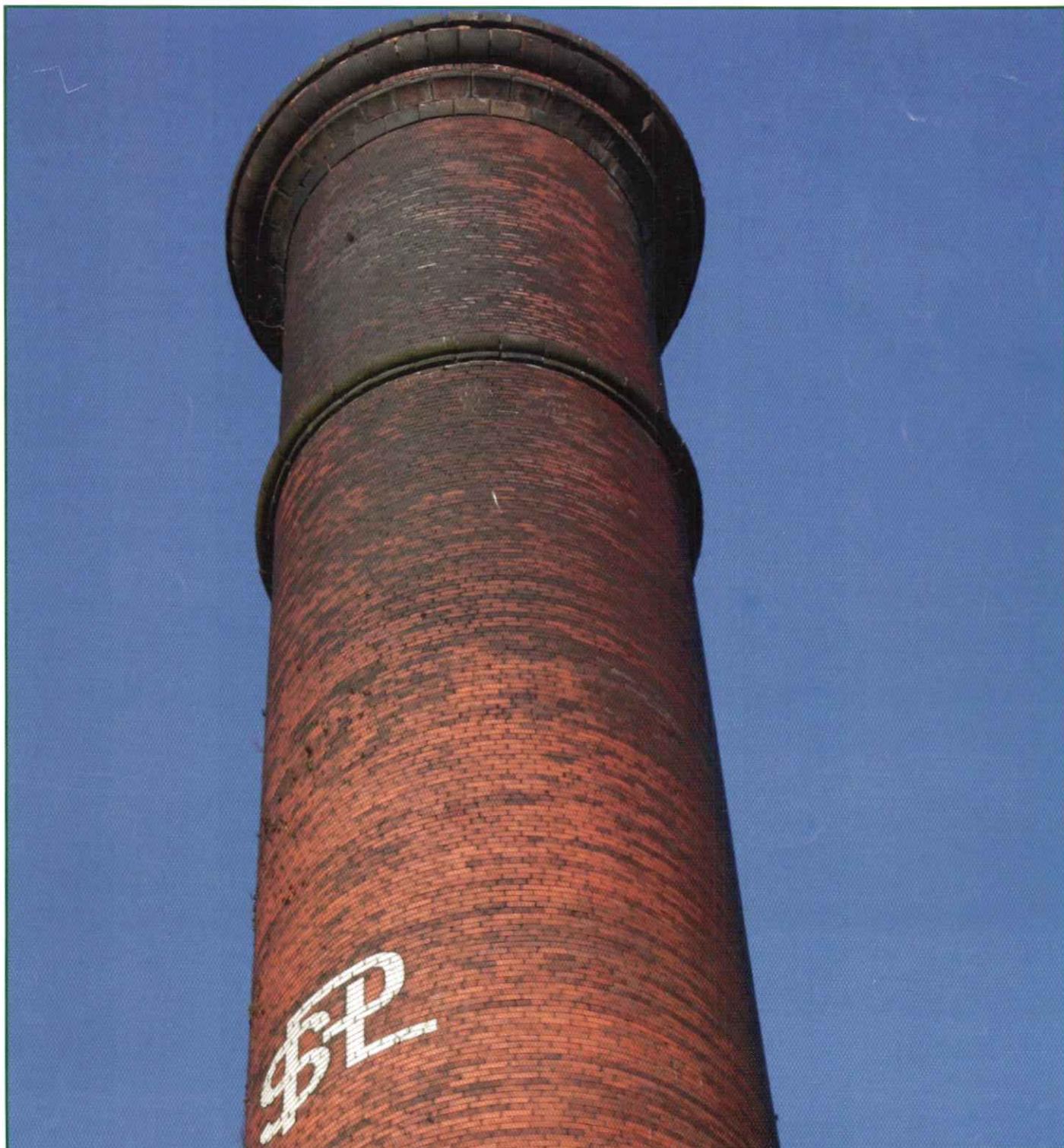


# INDUSTRIAL ARCHAEOLOGY NEWS

**138**  
AUTUMN  
2006

THE BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

FREE TO MEMBERS OF AIA



Ironbridge weekend • Alsace Tour • conference award presentations • Reigate's railway  
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# INDUSTRIAL ARCHAEOLOGY NEWS 138 Autumn 2006

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## AIA Ironbridge Weekend Conference on Brewing

*This year's AIA Ironbridge Weekend Conference was held on 29-30 April on the subject of brewing. The weekend attracted 32 people, who heard speakers on a good variety of topics relating to the brewing industry. Glorious weather for the Saturday afternoon field visit around Coalbrookdale made up for the dismal results at the evening's after-dinner quiz!*

Ray Riley

Introducing the weekend, Mike Bone discussed the importance of beer in an age when water was impure, when brewing was an important source of employment, and indeed when the public house was a centre of social life for many people. He offered an overview of the processes in malting and brewing through a helpful flow chart and diagram. A particularly interesting point was the importance of domestic brewing; the practice seems to have been common in West Yorkshire, where it is conceivable the activity was designed for consumption within the home.

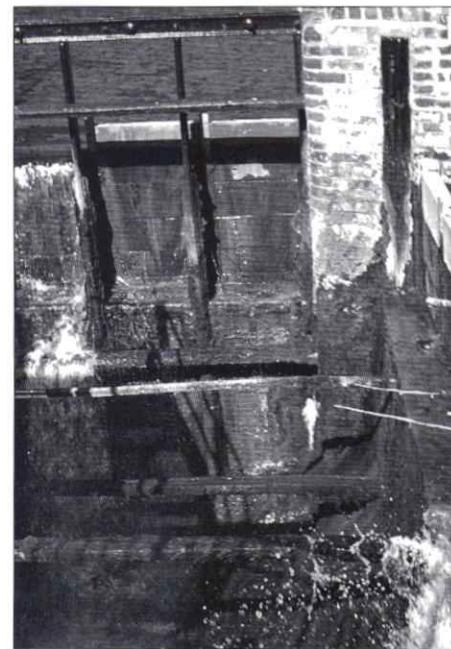
In common with many other industries, brewing was placed on a substantial factory basis in the early nineteenth century, and brewery size gradually increased thereafter, especially with the advent of the railway, allowing breweries to reach distant markets. Dr Lynn Pearson developed this theme, showing how breweries expanded vertically, and where they could they purchased adjacent properties. At an early date in the nineteenth century some breweries in large towns had become really substantial; by 1815 Barclay Perkins in London was producing 300,000 barrels a year. Once the railway came on the scene the size of the local market lost its importance, allowing Burton on Trent to prosper, led by Bass and Allsopp. In 1870 Bass was producing one million barrels annually – the largest brewery in the world. As the size of breweries rose specialist architects emerged; one of these was William Bradford who designed 60 breweries, including those at Hook Norton and Harvey's at Lewes. Something easily overlooked in the motorised age is the former importance of accommodation for horses. Indeed, distribution probably employed more than brewing itself.

It is too often thought that particular places are unique, when in truth there are general principles governing brewery activities irrespective of location. Using Somerset as an example, Mary Miles raised the question as to why some breweries outgrew their local market and came to supply other towns as well as their own. The Anglo-Bavarian brewery at Shepton Mallet came to possess 250 agents around the country and delivered its beer internationally. The railway helped to keep distribution costs at a manageable level, while water quality was an issue, but Mary argued that the key was entrepreneurial skill. By using maps of tied properties it was clearly demonstrated that

brewers were not concerned with county boundaries, hence partly invalidating studies at the county scale. Concluding, Mary noted the role of women as brewers, knocking the stereotyped image.

For most people, vinegar is associated with fish and chips, little thought being given to its method of production. Tim Smith has made a special study of the industry, and offered a fascinating insight into the activity. Vinegar was brewed by the Romans; different grains may be used while there are three possible processes: fielding, stoving and quick, which was introduced in 1824. By 1833 there were several large vinegar breweries on the south bank of the Thames using the fielding process which is space extensive, requiring barrels to be stored often in the open for nine months. The best known is Sarson's brewery in Bermondsey, which Tim surveyed, giving us the benefit of this work.

The Saturday afternoon field trip was led by Paul Belford, an archaeologist, who has been involved in excavating watercourses in the vicinity of Coalbrookdale. Six ponds and their dams, some vestigial, were visited, many adjacent to roads most of the gathering had driven along but never noticed. The last site, Upper Forge, was additionally the site of what was believed to be the oldest excavated malting in the UK, dating from 1612; nothing was to be seen, but it was relevant to the conference theme, and the weather was marvellous. The after-dinner quiz took the form of an unseen examination, all the questions being about photocopied photographs. Judging by the outstanding low scores the quizmaster had obviously overestimated brewery knowledge; he runs the risk of being replaced. The winner was Mary Miles.



Water management at Coalbrookdale

Photo: Tony Yoward

## COVER PICTURE

*Chimney of Sandy Mill, Royton, Lancashire, 17 December 2005; demolished 15 February 2006 (see page 16)*

Photo: R N Holden



The long trek – all of 100 metres from the conference centre



Recent didactic industrial archaeology exciting more interest than the site itself

Photo: Ray Riley

Photo: Ray Riley

The Sunday morning session was introduced by Tony Yoward, who had made a video of the refurbishment of a small one-man brewery, the Golden Lion, at Southwick in Hampshire, by the Southampton University IA Group in 1985. It was no static exhibition, for beer was actually brewed, drunk and bottled, although for one day only. Customs and Excise were unhappy with such a one-off, but reason triumphed and Prof. Asa Briggs was able to open proceedings. Beer has never been brewed again, but at least the place is now a sales centre for specialist beer. The video certainly brought alive the hands-on work that some IA groups undertake.

At the other end of the brewing process is the pub. Ray Riley outlined some of the changing beer house and pub designs in the nineteenth

century as competition caused landlords to diversify. An increase in floor space was occasioned by the need to offer a room for meetings, an area for billiards and for entertainment, out of which grew the music hall. The magistrates allowed brewers to build large pubs in return for the closure of small premises, and specialist architects were used to design truly eclectic structures which dominated the working class areas in which they were erected. Design features were offered for Portsmouth, concluding with interior plans for a range of different plots. It is thought that I.K. Brunel initiated rational bar design; he certainly drew sketches for Swindon station.

Andrew Davison brought the formal paper sessions to a close, looking at the documentary

evidence of malting in the medieval period, and linking this to current archaeological findings. His comments certainly indicated the chronological progression from 'dirt' to 'industrial' archaeology, and in this sense were thought provoking.

There were only two members' contributions. Sarka Jirouskova from the Czech Technical University in Prague reported that about 1,000 breweries survive in the Czech Republic, and that considerable state funding is being made available for preservation. The architecture of the breweries shown was distinctively different from the British experience. George Crutcher commented on the fate of a wide range of breweries in Hampshire, London, Buckinghamshire, Dorset and Oxfordshire since the 1960s.

## 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,  
University of Leicester, Leicester LE1 7RH

☎ 0116 252 5337, Fax: 0116 252 5005, e-mail: [AIA@le.ac.uk](mailto:AIA@le.ac.uk)

## Report on the AIA visit to Alsace

*The AIA spring visit to Alsace took place on 22-29 April, and was based mainly in Strasbourg from which a number of different tours were made. Our sincere thanks go to Paul Saulter and Sue Hayton for devising this very interesting visit and making all the arrangements, which worked extremely smoothly. Additional thanks go to Sue for the informative guides she wrote for us, and from which I freely admit I have cribbed most of the information below. Our thanks go also to the other Paul, our driver, who for a second year drove us safely and with aplomb, despite the remoteness of some sites down narrow lanes or even tracks.*

David Alderton

This year's visit required an even earlier start than last, but nevertheless the coach got off from Victoria only a few minutes late, and a lengthy journey brought us to our hotel in Luxembourg by early evening. A fine warm evening lured some of the party to eat in the old town, perched above the junction between two ravines and linked to the new town by some fine bridges and viaducts. The following morning we had an hour or so to investigate the IA of Luxembourg city, using a very useful booklet written by Sue Hayton. Most people managed to see at least the rather impressive station and its two roundhouses, one converted, one under conversion, before we joined the coach for the run to Strasbourg.

The hotel in Strasbourg was in a crescent opposite the station, the whole area laid out on the grand scale, with the square currently being refurbished. The station proved well worth a visit, a large and elaborate building with some intriguing interior sculptures and a fine train shed. Like all the stations we saw in Alsace, it was

designed by German architects in the period of German rule between 1871 and 1919, and was deliberately impressive. We had the afternoon to explore the city using Sue's tour notes. Both on this day and the two following evenings the excellent tram service provided a restful way back to the hotel, once one had mastered the intricacies of buying a ticket. Strasbourg was much more medieval than most of us had expected, and the archaeology was mercantile rather than industrial, but still fascinating. We also discovered a wide variety of local food specialities, served in enormous portions.

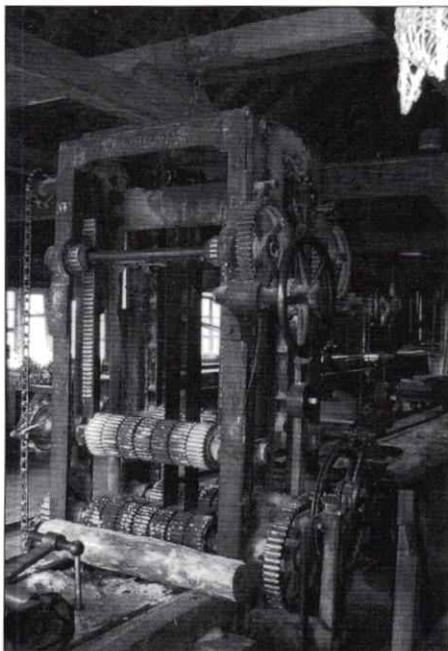
On the Wednesday the visit started in earnest. The first stop was in Colmar, again by the station, which retained traces of Germanic script. Probably the most impressive building here was the enormous and elaborate town water-tower, 53 metres high. Many of the public buildings again showed Germanic influence. In Mulhouse, where we spent the rest of the day, we could first choose between the railway and the automobile museums. The former was in two parts, one a very conventional but good collection of locomotives and railway vehicles, the other more reminiscent of 'Steam' at Swindon, with a planned route and video presentations using archive film to illustrate various aspects of the railway history of Alsace, including quite a lot on the railways in wartime.

We then visited the workers' housing in the Cite de Mulhouse, erected between 1854 and 1900 as something of a model development. Schools, a church and a market were provided, but as the housing was built to encourage owner occupation, later individual house improvements have rather blurred any earlier uniformity. 'Cluster' housing, of four houses occupying the corners of a square block (as at Darley Abbey) are

numerous, and there are also rows of high quality back-to-backs as well as terraces and semi-detached dwellings. All houses have reasonable gardens and the whole is generously laid out.

Our final visit also involved a choice between the Musee D'impression recording the calico printing industry founded here in 1746, and the Musee du Papier Peint, which deals with the wallpaper printing industry established in 1792 using similar technology. In 1833 the local calico printers formed a society to create an archive, collecting samples from all over the world. The aim was to inspire their designer, and in 1888 they built this impressive museum to hold the collection, to which have been added examples of printing machinery. The wallpaper museum was founded by the biggest manufacturer, Jean Zuber, a firm which is still in business. Again, it combined preserved machinery with a fine collection of wallpaper samples.

Thursday saw us heading for the hills, and for La Mine Gabe Gottes (Gift of God). An enthusiastic young lady led us on an underground tour of this preserved silver mine, which managed to retain the feel of underground exploration (hard hats, miners' lamps, wellies, walking along a flowing adit) with a clear presentation of the techniques used in its 400-year history. The mine itself had been opened in the sixteenth century and worked more or less continuously from the eighteenth century to 1940. Lunch was taken at the Ecomusee d'Alsace, a collection of some 70 buildings from the area, arranged as a rather more convincing village than most British examples. Sadly there was too little time to see the site thoroughly, but a large sawmill using water power to drive a vertical saw got my attention.

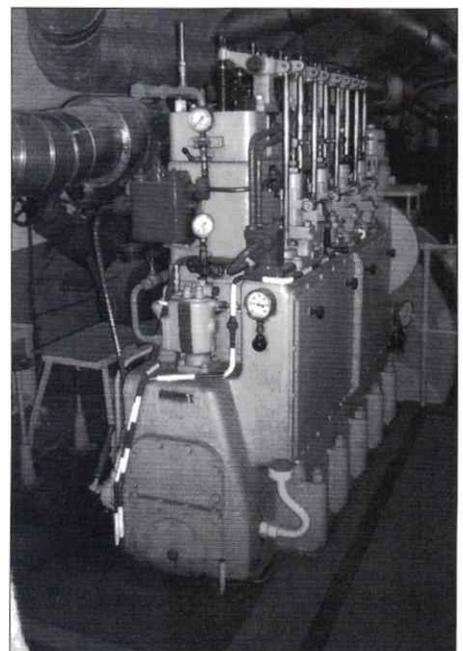


Water-powered vertical saw at the Ecomusee d'Alsace  
Photo: David Alderton



Colmar water tower

Photo: David Alderton



Sulzer diesel inside the Schoenenbourg Fort

Photo: David Alderton



Entrance to the Schoenenbourg Fort, the most easterly fort of the Maginot Line

Photo: David Alderton

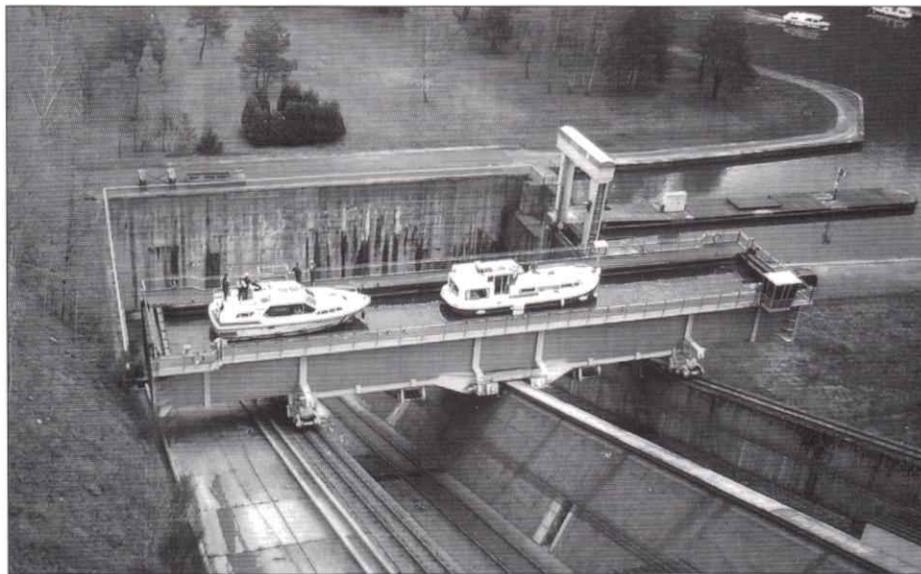
Our final official visit was to the village of Klingenthal, a major centre for the manufacture of sword blades. As in Sheffield, production units were small scale, but here the whole trade was organised by an entrepreneur and quality was controlled by an army officer. The more dedicated of the party saw everything but got soaked to the skin, while the less dedicated noted the looming black cloud and got back to the coach before the rain started! At least the coach was parked opposite the main premises of the leading entrepreneurs, the Coulaux brothers.

An interesting day ended with a wine-tasting. A low arch, which looked as if it might convert our coach to a charabanc, stopped us reaching our intended grower, but luckily we found Robert Blanck in Obernai who, despite the lack of notice, made us very welcome. After a visit to his cellars (not very exciting though with some impressively large holding barrels), the Alsatian wine we tasted proved quite good enough for most of us to succumb to at least a bottle or two, despite the problems of getting it home from Victoria by public transport.

Our final complete day started with a visit to Schoenenbourg Fort, the most easterly fort of the interwar Maginot Line. Because of shortage of time, we concentrated on the centre of the fort and did not visit the gun emplacements. What was obvious was an impressive attention to detail in the planning of the fortress. The entrance was protected by defence in depth, and the heart of the fortress was buried deep underground. Here it had its own rail system, a Sulzer diesel powered generating station, deep well with pumps, filtered air supply to protect against gas attacks, living quarters, hospital, workshops for maintaining the plant and storage for munitions, food and fuel to last a siege of some months. The effectiveness of the design was shown when, despite a siege of several weeks and bombardment by shell and bomb, fewer of the garrison died than workers who perished during its construction. Only one Maginot Line fortress was captured, the rest continuing to resist until after the Petain government negotiated an armistice (effectively a surrender) in June 1940.

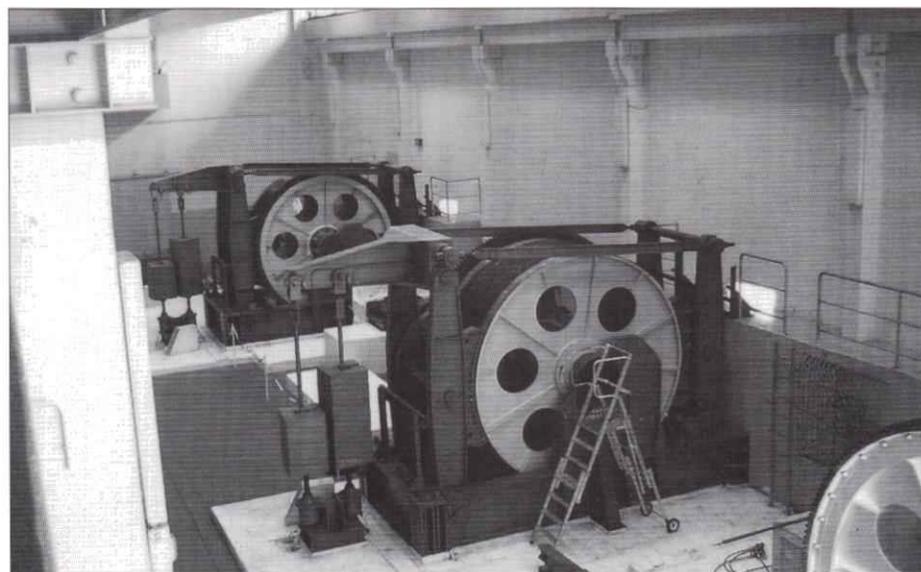
For many of us the next visit proved a pleasant surprise, as the Musee Francais du Petrole in Pechelbronn did not sound exciting. Despite its small size, the introductory film and the displays revealed not only the technical history of the extraction of oil from oil-bearing sands, but quite a lot of the social detail, from the itinerant vendors of oil skimmed from pond surfaces, to the effects on the village of the Allied air attack which destroyed the refinery in 1944. Oil had been collected from the surface of ponds and marshes from very early times and was used first for lubrication and somewhat dubious medicinal purposes. Oil was seriously extracted after 1768 using sand first from underground galleries, but later pumped out. In this area was pioneered exploratory drilling for oil (1813), and it had the world's first school of oil technology.

After lunch we made our way to the inclined canal plane at Arzwiller on the Canal du Marne au Rhin. This opened in 1969 and replaced 17 locks



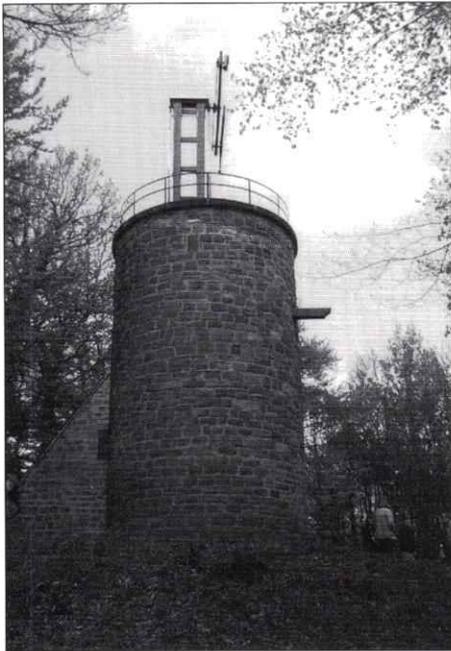
The Arzwiller inclined plane on the Canal du Marne au Rhin replaced 17 locks when it was opened in 1969

Photo: David Alderton



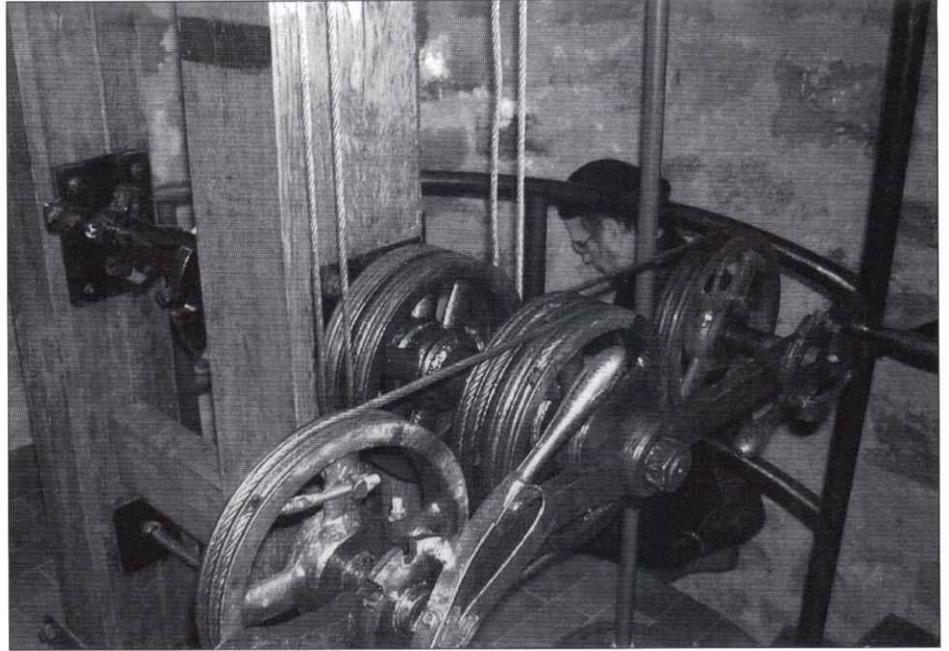
Arzwiller inclined plane winding engines

Photo: David Alderton



Claude Chappe telegraph tower

Photo: David Alderton



Mechanism in the Chappe telegraph tower

Photo: David Alderton

on the steep climb out of the Rhine valley. Boats are lowered 45 metres in a water-filled caisson down a transverse inclined plane. Although provision was made for a second caisson, traffic has never been sufficient to justify the cost. The only other transverse plane ever built was that at Foxton in Leicestershire, opened in 1900. After visiting the power room with its huge electric winding engines, we had a boat trip down the plane, and along to the foot of the old flight where the remains of the bottom lock could be seen, and back again.

Our final visit was to a restored Chappe semaphore tower. Claude Chappe demonstrated a practical semaphore system in 1792 and the French Assembly enthusiastically seized on the idea. The first messages were successfully transmitted between Paris and Lille before the end of the year. Chappe used a system of arms a good deal more complex than the British admiralty system (a tower of which we visited at the AIA Guildford conference). In the French system there were 196 combinations and, unlike the Admiralty system, Chappe's telegraph

became available for commercial messages. The system flourished until the arrival of the electric telegraph in the 1840s and '50s.

Our final night was spent in Metz, though there was no time for more than a quick look at yet another very large Germanic railway station and a huge railway water tower which many of us could see from our hotel rooms. On the following day an uneventful but very pleasant run brought us back to London on schedule.

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## Change of Chairmanship and Liaison Officer

I shall be dropping out of the Chairmanship for a year as I am giving up the Headship of the School of Archaeology and Ancient History at the University of Leicester on 1 September and then have two research fellowships to take up in 2006-7. The first is a Gilder Lehrman Fellowship in Williamsburg in Virginia and the second an All Souls Visiting Fellowship in Oxford after Christmas. These are to help me write, with Eleanor Conlin Casella, the Cambridge Manual of Historical Archaeology, which will of course include some industrial archaeology! Mike Bone has kindly agreed to step into the breach from the Isle of Man Conference to the 2007 Conference in Preston, when I hope to take up the reins again for my final year as Chairman.

Ian West has also kindly agreed to take over book reviews, at least for the period I will be in the USA, and he can be contacted at the School of Archaeology and Ancient History.

Simon Thomas, our Liaison Officer, left us on 30 June as his cycle training and courier activities were taking up more and more of his time. He has done a great deal for AIA, for example dealing with subscriptions and direct debits as well as the many queries that now come to us by email. We wish him every success in his cycling work. I hope that by September it may be possible to appoint another Liaison Officer but for the moment we are using someone on a casual contract in the University who will be dealing with Simon's mail and emails for the moment. So, there may be slight delays until we have someone more permanent in post.

*Marilyn Palmer*

## Presentations of the AIA Conference and Initiative Awards 2005

The presentation for the 2005 conference awards took place on 8 July 2006. Since the President, Angus Buchanan, was fully occupied with Brunel events, the Chairman, Marilyn Palmer, presented the awards, accompanied by David Lyne and Paul Collins from AIA Council as well as Ian Mitchell and Stephen Newton from Derbyshire Archaeological Society who organised the 2005 AIA Conference.

The main Conference Award was presented to Crich Tramway Museum, where the delegates had spent an evening during the conference. The Museum is situated in a disused quarry in Crich, a site suggested to the founder members of the Tramway Museum Society by volunteers from the Tallyllyn Railway who were lifting rails from the disused narrow gauge mineral railway which linked Cliffe Quarry at Crich to the Clay Cross Company's lime kilns at Ambergate. The first tram acquired by the Society was a horse-drawn tram from Southampton and this was the tram in which public rides were first offered in 1963. Since then, the site has been transformed with covered accommodation for a fleet of over 50



*Marilyn Palmer presenting the 2005 Conference Award to Geoffrey Claydon, President of the Tramway Museum Society, beside Southampton 45, the horse tram first acquired by the Society*  
Photo: David Lyne

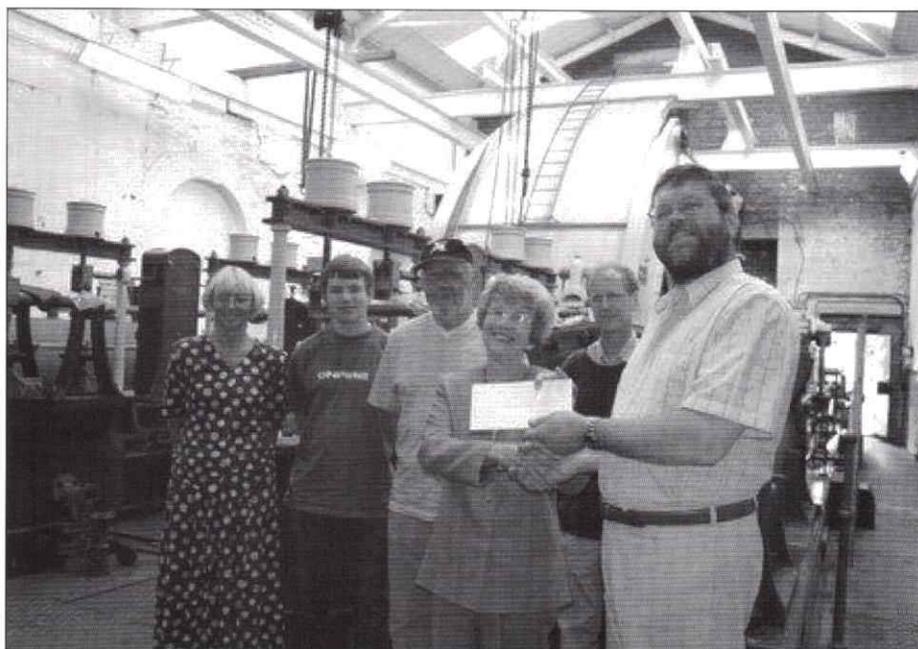
trams and support vehicles, a cobbled street with re-erected buildings including the splendid façade of Derby Assembly Rooms, and a purpose-built exhibition, workshop and library and archive facilities.

The Award was received by Geoffrey Claydon, the President of the Society. We were lucky enough to strike Edwardian Day, when large numbers of people were wearing Edwardian dress. Sadly, though, we missed the suffragette demonstration! An AIA member summed up the appeal of this Museum in the nomination forms for this award, when he said: 'It is a remarkable creation over nearly 50 years on an initially unpromising site. The preservation and

restoration are to a high standard and the tram ride and exhibits combine history and fun in an unforced way. The Exhibition Hall presented as a trade exhibition is a wonderful idea and the staff are friendly, cheerful and communicative.'

The Museum is open daily from April to October and at weekends and half-terms for much of the rest of the year – see their website [www.tramway.co.uk](http://www.tramway.co.uk)

The Initiative Award, a cheque, was presented to the Friends of Pleasley Pit, a far less well known organisation that the Tramway Museum Society but one that equally relies on volunteer effort and labour. This colliery was sunk in 1873 as part of the eastward move of the



*Presentation of the 2005 Initiative Award to Bob Metcalfe, Chairman of the Friends of Pleasley Pit, in front of the restored North Winding Engine*  
Photo: David Alderton

Nottinghamshire and Derbyshire Coalfield when it became necessary to exploit deeper seams under a greater overburden. Originally owned by the Stanton Coal and Iron Company, the colliery ceased operation in 1983. The site was in danger of being demolished but was listed Grade II in 1986 and finally scheduled ten years later. It was by then very derelict and was only rescued from further deterioration by the determination of a small group of volunteers who have succeeded in gaining substantial funding from the East Midlands Development Agency and English Heritage. It is to be the centrepiece, or perhaps the gateway to, a Country Park created out of the spoilheaps behind the colliery buildings.

Described by an AIA member as 'an outstanding survival, both the engines and their setting', the colliery is in a very striking position with its tall chimney, two engine houses and two unusual concrete and cast-iron headstocks. The engine houses contain two twin cylinder horizontal engines, the older of which has been restored to working order with assistance from

Markhams & Co. Ltd of Chesterfield who had originally supplied the second engine and modified the first. The award was received by Bob Metcalfe, Chairman of the Friends of Pleasley Pit. Delegates to the AIA Conference in 2005 were practically unanimous in nominating this site for the Initiative Award. The site is usually open on Sundays and there are special events to mark Heritage Weekend each September. It is certainly a site to watch for future developments, and I personally was astounded at the changes which had taken place since Peter Neaverson and I visited the site in 1992 when we were researching our book on *Industrial Landscapes of the East Midlands* – we could not even get a decent picture!

I very much enjoyed presenting these awards to two very deserving sites and hope that the 2006 Conference Awards are as successful.

Marilyn Palmer

## Sending book reviews

Please note that all book submitted for review should be sent to Ian West, School of Archaeology and Ancient History, University of Leicester, Leicester LE1 7RH.

## Regional news and correspondents

We welcome Fred Hamond (75 Ocksley Park, Belfast BT10 0AS) who has agreed to take over as Regional Correspondent in Ireland. The services of our regional correspondents are highly valued and they all need your support. However, IA News is acutely aware that there is still a vacancy in South West England. There is also a long-standing black hole in the industrial North East (Northumberland, Durham) where we are seeking someone who could support the Northern England correspondent, who is based on the other side of the Pennines! Come on members, without hearing from you we don't get the news. Please contact the Editor if you can help in any way.

## LETTERS

### Live and let live!

Having read with great interest the responses to Roger Holden's letter, 'Our fascination with machines' (*IA News* 136), I thought it was about time that I, as (to quote Roger) 'our one and only Professor of Industrial Archaeology', put my own thoughts on paper. I am delighted, as I am sure our Newsletter Editor is, that books and articles can stir so many people into putting pen to paper. As one of the previous Editors of *Industrial Archaeology Review*, one did sometimes wonder if anyone out there ever read it!

Like Ian West (*IA News* 137), I think it is very important that we understand the technology that lies behind the sites and structures with which we engage. My earliest book was a study of one of our earliest machines which was developed for stocking knitting in the reign of the first Queen Elizabeth (*Framework Knitting*, Shire Publications, 1984). Peter Neaverson and I became fascinated with the machines used for dressing tin and lead (*Industrial Archaeology Review*, Vol. 12, 1989, 20-39) and with the colliery pumping and winding engines at Glyn Pits in South Wales (*IA Review*, 13, No.1, 1990, 7-34). But industrial sites do not exist outside human action; machines were made by people and operated by people. To take Roger Holden's own specialist area, the installation of power in textile mills, it is important to realise what a difference the addition of a water wheel or a steam engine made to the lives of the workforce. They had to contend with a power source that did not tire like human or animal muscle and this often meant the introduction of shift work as the entrepreneur sought to maximise the return on his capital installation. The powered machines also, of course, enabled the weaker muscles but nimbler fingers of women to operate spinning

frames and weaving looms, resulting in a change of employment for men – a shift in the gender balance in the workplace, if that phrase is not considered 'esoteric verbiage' (Hughes, *IA News* 137). What all this means is that we need to think not just about the machines themselves but about what their installation meant, both in terms of alterations to buildings and to working practices. In archaeological terms, we are contextualising the artefact or, as Angus Buchanan said in 1972, 'assessing the significance of those monuments in the context of social and technological history' (*Industrial Archaeology in Britain*, 1972, 20).

I fully accept the criticism that the language used in modern archaeological writing is often obscure. Andrew Selkirk, Editor-in Chief of *Current Archaeology* and the scourge of many eminent archaeologists, runs a column known as 'Gobbledegook corner' which I do recommend to readers of *IA News*. He recently took to task for its dense phraseology a book entitled *Prehistory – a Very Short Introduction* (OUP, 2003) by the new Regius Professor of Archaeology at Oxford, Chris Gosden, and, as in recent issues of *IA News*, this has given rise to a spate of letters. However, and I speak as one who teaches archaeology – prehistoric, historical and industrial – in a university environment, that it is the language familiar to students who flock in their hundreds to conferences of the Theoretical Archaeology Group (TAG), which was the birthplace of Casella's and Symonds' *Industrial Archaeology: Future Directions* castigated by Roger Holden, as well as to conferences of CHAT (Contemporary Archaeology and Historical Theory) which I imagine would alarm Roger even more!

But how many young people do we see at our own conferences? Those of us on Council hope

that the membership can be sustained by those recently retired and able to contribute to the organisation, as has happened until now. But we do have to remember that we are – more than any other period society – addressing two audiences. One is that familiar to us from our very popular Annual Conferences – and don't worry, there are no plans to change that format! The other is made up of young professionals in archaeological contract units and curatorial archaeology who have come to realise the importance of the industrial heritage and want to know more about it, but who have been trained in a very different environment from those of us who have been AIA members for decades. AIA Council has to try to satisfy both audiences if it is to remain a vibrant organisation, which is why the pre-conference seminars (except in the Isle of Man!) are intended to consider recent research and thinking in industrial archaeology – and the word 'thinking' was chosen deliberately. It is also important that we continue to run occasional seminars, like the one which led to the publication of *Understanding the Workplace* and the framing of an academic research agenda which has put us on a par with other period archaeological societies. Yet, at the same time, we have Annual Conferences in hand until 2009 and a lot more useful gazetteers of sites!

I think that AIA has been largely successful in maintaining this very difficult balance between our two audiences. In 2000, Neil Cossons, one of the founders of our discipline, sounded a warning when he compared industrial archaeology with rural and folk studies, suggesting that both grew from the mourning of a recent past and were inherently 'generational', in that as the founding protagonists died, so too had the impetus and commitment largely evaporated (Neil Cossons,

*Perspectives on Industrial Archaeology*, 2000, 13). That this has NOT happened in industrial archaeology is evident from the debate in the pages of *IA News* which has prompted this response! But we have to go on satisfying both audiences.

In 2008, we are planning a joint conference with our fellow society, The Society for Post-Medieval Archaeology, in conjunction with the Irish Post-Medieval Archaeology Group, and the Industrial Heritage Association of Ireland, to take forward in an international context some of the ideas put forward in *Understanding the Workplace*. This meeting is appropriately titled 'Crossing Paths or Sharing Tracks', since SPMA also deal with the industrial period and we want to be able to work with them, not in competition with them. But also in 2008 we have a promised Annual Conference in Wiltshire! So, AIA members, come to one or come to both, but please support your Council in their strenuous efforts to prevent industrial archaeology being a one-generational event.

Marilyn Palmer  
AIA Chairman

## IA, a business approach

I came to AIA with a degree in metallurgy and the experiences of a 36-year industrial management career with a major international group and 12 years as a Small Business Advisor in the local Enterprise Agency. I have been disappointed to read the comments on 'Understanding the Workplace' and men versus machines versus people with a sense of sadness.

Surely we know that all we study is the result of the activities of people. People invented, designed, built, invested in and operated the

machines to provide goods or services which other people were prepared to buy to meet their needs.

With the exception of some government-run defence supply industries, all we study are private businesses, usually run by owner-managers who made the decisions required by their businesses.

All the business decisions in which I have been involved were made following considerations involving people – customers, employees, suppliers, financiers, officials and more. Although nowadays we have a specialist management jargon to refer to each of these different fields of consideration they still are, and always were, about people and an assessment of their reactions to what the business was doing and planning to do. Business decision-making is based on exercising judgement in the integration of strongly differentiated information.

Surely we can all recognize that the subjects we study and write about came into being because of business management decisions made in some past time by people assessing risks and opportunities and judging the behaviours of others. We are usually looking at buildings, artefacts or records which provide snapshots in the story of a business. To appreciate these fully we need to keep in mind their place in that story. This in turn calls for a broadly based awareness of the business context of the subject of any differentiated study.

Owner managers were usually strong personalities, with different characteristics. In common they had a first aim to avoid failure, a second to achieve security and only after that were they able to go for growth and give full expression to their individuality. Many did not reach security or growth. They all behaved in ways true to themselves in the context of their

times; they should not be judged in our value system – which exists only in their future!

My wish is that people involved in the study of industrial history and archaeology would find a way to a broader appreciation of the business context of the subject they are studying. I suggest that the basic issues have remained remarkably constant and they could try to find the way to this broader appreciation by seeking the opportunity to talk with people who have business experience and have interest in industrial history.

Richard Hartree  
richard@hartree.org.uk

## Paddington station

As someone with fond memories of Paddington station, I was amazed to read (*IA News 137*) that Span Four, the GWR's Edwardian train shed, is under threat of demolition, despite having Grade I listed building status. Yet considering what happened to Brighton West Pier, another Grade I structure, I shouldn't perhaps be so surprised.

The trouble in Britain is that Heritage is too much associated with country houses and historic churches, rather than the industrial society which led us to become the 'workshop of the world'. We do have our priorities wrong in my opinion, and it is the task of bodies like the AIA to fight for what remains of the people's heritage.

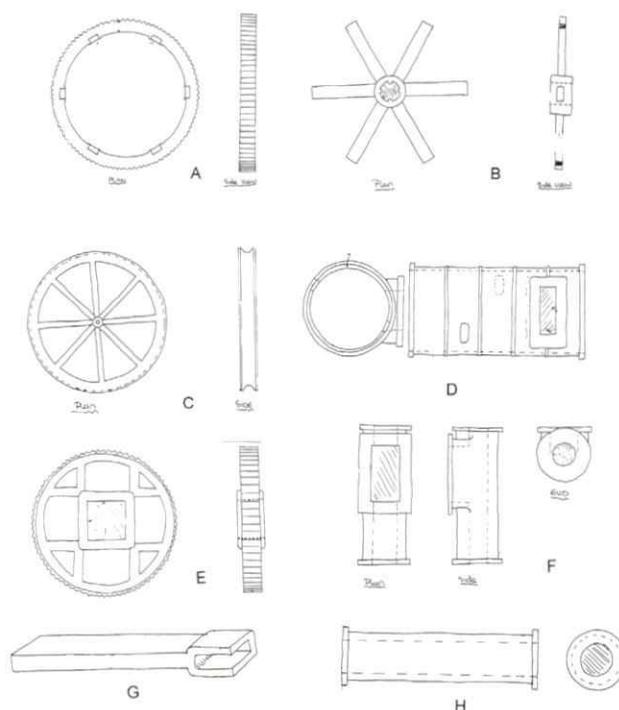
Tim Mickleburgh  
33 Littlefield Lane, Grimsby  
Lincolnshire DN31 2AZ

[Editor's note: *SAVE Britain's Heritage* is one body fighting hard for our heritage and its excellent report on *Span Four* is highly recommended – see *IA News 137*, page 11, for details]

## PUZZLE CORNER

The wreck of an unknown wooden sailing vessel off Little Ganinick Island in the Isles of Scilly was discovered by Todd Stevens and Phillip Roberts in 2005. Members of the Islands Maritime Archaeological Group have measured a number of individual elements of the cargo to produce basic sketches, but heavy concretion of the individual components of the cargo and their positions made accurate measurements difficult. Many more objects still remain to be measured, drawn and identified, although some are difficult to get at. It has been suggested that this may be a mid-nineteenth century wreck and the items of the cargo could be mining equipment or even steam engine parts. But what are the objects? These sample sketches by Todd Stevens may give readers a clue. If you have any suggestions, or wish to see more, please contact David Carter, e-mail: david.jcarter@tiscali.co.uk, or Todd Stevens, e-mail: todd@islesofscilly.freemove.co.uk.

- Six-spoked cogged wheel 10ft diameter, 8ins wide
- Spoked section of 10ft cogged wheel
- Cable-carrying wheels, apparently 16 on the site. 3ft 11ins diameter, 5 1/2ins wide.
- Cylinder, broken into many pieces, approx 5ft long and 3ft 8ins diameter
- Solid cogged drive wheel, 3ft 4ins diameter
- Pipe sections of various sizes. This one is 6ft 1in long and 1ft 9ins diameter
- Solid iron piece, length 5ft 10ins, width 9ins
- Straight pipe with end flanges, 6ft 1in long and 1ft 3ins diameter. Many on site, of varying sizes



## Railway reaches Reigate two centuries too late

Twenty three of the 3-foot long cast-iron 'tram plates' or rails of and/or similar to those of the Croydon, Merstham & Godstone Iron Railway (CMGIR), which operated in 1805-38 between Croydon and Merstham, are now on limited public display in Reigate, the intended terminus the line never reached. They have been stored in Croydon for some decades, before which they had formed part of a tramway system in the underground quarries at Godstone.

Although, oddly, Reigate was not included in the company's name, the east Surrey town was the intended main destination of the CMGIR, authorised by its Act of 1803. This horse-drawn tramway was in effect an extension of the Surrey Iron Railway, opened from Wandsworth to Croydon in 1803. The extension, however, was built only as far south as the chalk pits, lime works and underground building-stone quarries at Merstham, where the junction was to have been for the branch to Godstone, and whence the main line was to have continued to Reigate. These two Surrey plateways are now recognised as the world's second and third public railways (the Lake Lock Railroad near Wakefield being the first), although the first and second authorised by parliament. Funds ran out when Merstham was reached, and so did the time limit within which the continuations to Godstone and Reigate were authorised to be built.

When the CMGIR closed and was dismantled, making way in places for parts of the new London & Brighton Railway between Coulsdon and Merstham, the iron tram plates and the stone sleeper blocks were sold. A number of these second-hand tram plates were subsequently laid as a tramway in the underground building-stone

quarries below Godstone Hill. Thus the railway, or at least some of its rails, reached Godstone, presumably in the late 1830s or '40s. They are known to have been in place by the 1860s. The quarries are below the A22 almost 2 kms to the north of the village centre, whereas the originally intended terminus was to have been about 500 metres to the south, at Godstone Green.

A number of the iron tram plates from Godstone quarries came into the care of the Croydon Natural History & Scientific Society Ltd (CNHSS) some years ago and have been stored in the town from which the line started in 1805. Two of these, along with four stone sleeper blocks, have for some years been on long-term loan to the Amberley Working Museum in West Sussex, where they are on display. As the Society has been unable to make any satisfactory arrangements for any of the plates or sleepers to be displayed at Croydon, and has lost the tenancy of its storage facilities there, 23 plates have now been removed to Reigate for storage and public display, where they are on long term loan to the Wealden Cave and Mine Society. There are at least five different patterns of tram plate represented in this collection, as discussed by Bruce Osborne (*Proc CNHSS*, 17(3), 1982) and Peter Burgess (*Proc CNHSS*, 18(4), 1994).

The tram plates that have at last reached the town are now in the 'caves' at Tunnel Road, about 500 metres north of the intended Reigate terminus at Bell Street, opposite Reigate Priory. Similar plates are on display opposite 'The Feathers' in Merstham village (not on the original tramway line) and in the Rotary Club Field at Brighton Road in Purley (on the original line). More are at Wallington Library. Further plate rails once displayed at the top of Merstham Hill on the A23 (not on the original line) were stolen in the 1970s.

The 'caves', the property of Reigate & Banstead Borough Council, are currently operated under license as a low-key visitor attraction by WCMS. There are four public 'cave days' each year, the last two for 2006 being 15 July and 9 September, with conducted guided tours of the two sets of 'caves' on the east and west sides of Tunnel Road, and also of the Barons' Cave in the Castle Grounds. WCMS members also provide guided tours for pre-booked groups on other dates by arrangement.

The east and west 'caves' are in fact mines for silver-sand which was taken to the Thames-side glass furnaces in the first half of the nineteenth century. They were commenced shortly after Reigate's road tunnel was opened in 1824 (the oldest surviving tunnel on a public road in the British Isles). They fell into disuse as mines in about 1860 and were subsequently used as stores for beers, wines and spirits; military stores in World War I; a rifle range; and air raid shelters and a control centre in World War II. Since the last war the west side caves have been used as a corporation store, and included for some years public lavatories (now closed) entered from Tunnel Road.

WCMS is now creating a museum in the east caves, with displays on sand-mining and subsequent uses, and aspects of other local mineral industries. Displayed items now include the CMGIR tram plates and (also on loan from CNHSS) some large pieces of worked Reigate stone from a medieval undercroft at Surrey Street, Croydon. Further information about 'cave days' and group visits may be obtained from Malcolm Tadd, ☎ 01737 823456.

*Paul W. Sowan*

## BW's big plans for Greater London

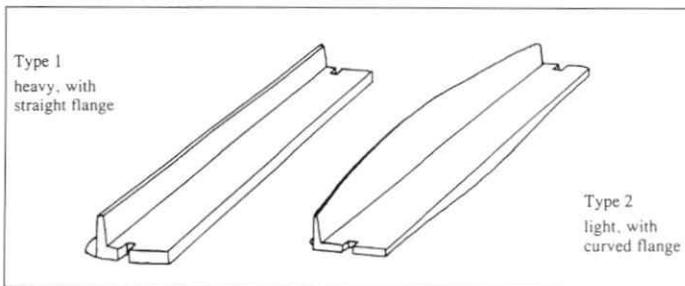
British Waterways has big plans for Greater London. These include the encouragement of freight traffic with new 350 tonne barges, the opening up of the Bow Back Rivers to pleasure boating as part of the development of the Lower Lea Valley in connection with the 2012 Olympics Games, financial involvement with Public Houses and numerous canal-side housing developments. British Waterways (BW) now acts commercially in

conjunction with developers and the profits made are ploughed back into canals. At one time property was being sold to finance restoration and maintenance but this is very much a thing of the past. Now rental income is relied upon.

In West London a 26-mile pound, without locks, stretches from Camden to Slough and this is an excellent stretch on which to encourage commercial freight operation. At Old Oak Sidings a new commercial wharf is due to be completed in July 2006 and could generate up to 300,000 tonnes of traffic per annum. The 350-tonne barges to be used have deeper draught than a traditional narrow boat and dredging is necessary. The silt removed is polluted and has to be treated before disposal, and all this is expensive. A new domestic-waste transfer wharf at Willesden will generate further traffic.

On stretches of canal with numerous locks a barge is at a considerable disadvantage compared with a motor lorry but there are fairly level stretches elsewhere which are being developed for commercial traffic. In particular Bow Back Rivers will be used to transport sea-dredged aggregate and other building materials to the Olympic Park, site of the 2012 Games, and also to Stratford City, a development being built on a plateau 7 metres above Ordnance Datum. It is comparable in size with Canary Wharf and environs, with a similar floor area but not so high-rise. Building work at the Olympic site will occupy only four years but it is intended that there will be a substantial spin-off from the Games for local people in the shape of a Legacy – house building on a really large scale covering a much wider area which will take a further decade and a half or so to complete. BW are to ensure there will also be a boating legacy.

All this activity will generate plenty of commercial freight traffic for British Waterways and 100-metre locks are planned which will accommodate two 350-tonne barges at a time. Plans for traffic with 500-tonne barges have been shelved as impractical. The fixed bridges on the Great Eastern main line railway are not thought to be a problem and an air draught of 3 metres will be maintained. It is also intended to work three barges southwards to the Olympic Park



The two basic types of plate rail used in the Godstone quarries Drawing: Peter Burgess

from Picketts Lock on the River Lee Navigation and domestic refuse is to be transported by water northwards to the large incinerator-power station at Edmonton.

British Waterways policy is to 're-invent' the Waterways, although some critics have described BW as 'boating mad'. The 2012 Olympics are seen as a 'good driver'. It is BW's intention to maintain the character of Bow Back Rivers as far as possible and to convert channels at present unnavigable into fully navigable waterways. The Waterways of the Lower Lea Valley are to be an integral part of the Olympic development and not just a backdrop. However, much of the traffic will be pleasure boats and very little in the way of industry will survive. In fact the almost total removal of industry will be a really major change.

Throughout Greater London the number of new canal-side buildings for housing will be prodigious and BW will be fully involved via companies such as H2O Urban Ltd who are building flats and a canal-side restaurant at Acton Lock, Hackney. This site was formerly a timber yard and work is to be completed by Spring 2007. Currently British Waterways owns £200 million worth of such property. BW will also be developing waterside inns in conjunction with Scottish & Newcastle Ltd.

Recently BW acquired the Interchange Building to the west of Camden Lock and they intend to re-open the canal basin underneath the building to boaters. It was their intention to reinstate the former canal basin in front of the great Cubitt Granary of 1852 at King's Cross but unfortunately this scheme has failed. An extensive waterside development is being completed around Paddington Basin (see *IA News* 134 page 14). This kind of 'dockland development' is ubiquitous nationally.

At Three Mills the tide mill is to be put back to work. A waterwheel will probably be kept, restored to working order for demonstration to visitors, but water turbines will be used elsewhere to generate electricity. About 40 homes might be supplied. The tide will still go through the Mill and the visual appearance of the buildings is to be maintained.

One wonders if BW might make it compulsory for people to go to

work by narrow boat. This might be achieved in the case of housing built on small islands without road access. A waterbus shuttle could be run to the nearest underground station.

Generally the British Waterways policy outlined above applies at National level. London is no different from the rest of the country in the way that BW operates – it is now a moneymaking concern.

*Robert Carr*

## SERIAC 2006

This year's South East Region Industrial Archaeology Conference was held at the Chichester Medical Education Centre on 22 April. There was an overall attendance of around 200, and after a welcome by Air Marshal Sir Freddie Sowrey, the President of the Sussex IA Society, Brian Johnson of the Amberley Working Museum described the first 25 years of this Museum, and the changes that had taken place in that time. The Museum occupies the former Amberley chalk pit that a century ago was one of the largest in the south east. From the 1840s to the 1960s, chalk was quarried and burnt in kilns to make lime for mortar, for decorating and for agricultural use. Many of the buildings and kilns from that industry still remain. After describing the history of the site, Brian then illustrated the growth of the Museum that now includes many elements including the railway and bus collection, the Electricity Hall, the museum of roads and road making, the BT Connected Earth exhibition and many more.

The second speaker, Fred Stanford, gave us more detail about the setting up of the BT Connected Earth exhibition that focuses on the 'public face' of telecommunications, covering the development of the telephone itself, along with the work of the telephone operators and the various engineers. This exhibition now comprises the most complete collection of telephone instruments and overhead line insulators in the country.

The last speaker before lunch was Harry Pearman who spoke on 'A Mole's Eye View of South East England' and let us into the hidden secrets of dene holes, chalk wells and underground chalk pits. Harry's job is to go and investigate underground the sudden collapses of ground, especially those where

they threaten buildings, and map the extent of the underground workings that are often quite substantial. His slides of the size of some of these caverns where, especially in parts of Kent, chalk has often been extracted were quite staggering. I was rather glad that my house was not on an estate where a number of these collapses had taken place.

After a buffet lunch Alan Green gave an interesting illustrated talk on the rise of industry in the Georgian period. Within this period was the growth of the factory system due to the number of inventions that took place in a number of industries, especially the iron and textile industries. Alan's talk showed us many of the important changes that took place, and the social effect on the life of the working population as many of them moved to the new industrial towns. An interesting sideline was that these new factories became the subject of 'tourism' by wealthy men and women curious to see the rapid changes taking place.

Vic Mitchell of Middleton Press fame then spoke about industries, past and present, in the small Sussex town of Midhurst. These included brick making, potteries, plastics and parts for motorcars. He also included his own publishing enterprise, but I am sure that not many present knew that Vic had been a dentist, and also an inventor especially of items connected with the dental profession.

The last speaker was Martin Wilson, the chairman of the Association of London Pumping Heritage Attractions, who spoke about the pumping heritage of London including Kew, Crossness, and Kempton Park. He also gave us some of the history of the nineteenth century endeavour that constructed the water and sewerage system of London thereby eradicating the diseases and smells resulting from polluted water. A number of these pumping stations are open to the public and Martin hoped that in due course we would all make the effort to visit.

This was a most interesting conference, well run by the organising society. Next year's conference will be in the new Rural Life Museum at Reading University, and will be on Saturday 21 April 2007.

*John Brown*

## Brunel plaque on the Balmoral Bridge

The President of the AIA, Professor Angus Buchanan, and Dr Brenda Buchanan, were able to join the party on 29 May 2006 to commemorate the unveiling of a plaque to I. K. Brunel on the bridge at the entrance to Balmoral Castle. An article by the President and Stephen K. Jones in *Industrial Archaeology Review* in 1980 (vol. 4, no. 3, Autumn 1980, 214-226) had drawn attention to the curious omission of any reference to the bridge by Brunel's biographers, and the lack of any recognition of his part in the project on the bridge itself. Ever since, there has been a quiet but persistent campaign to rectify this anomaly, and this has at last been achieved by the presentation of a plaque by the Institution of Civil Engineers to the Aberdeenshire Council, which is responsible for the maintenance of the bridge. The plaque was unveiled, moreover, by HRH the Duke of Edinburgh, so that a singular omission has been handsomely corrected.

It seems likely that the Royal Family did not care much for the functional girder that appeared on their doorstep. They had fallen in love with the Scottish Highlands in the 1840s, and bought the Balmoral estate in 1848. The 'Castle' which they built there, in Romantic Gothic style, gave them easy access to some splendid mountain country, and for some peace away from the throng of public life in London. They were embarrassed, however, by the presence of a public road on the south side of the River Dee, and took steps to divert it across the river at the entrance to their estate. This required a bridge, and Prince Albert commissioned Brunel to provide one in 1854.

The Prince had come to know the Engineer well, both through the Great Western Railway, which served Windsor, and the Great Exhibition of 1851, in which they had both played an important part. Brunel presented several options to the Prince, and the latter chose a design which he felt would be elegant and economical. But when it was completed in 1857, the surviving correspondence suggests that serious criticisms were made about the bridge, on account both of its lack of ornamentation and its

elasticity. As a result, and possibly because of over-work and encroaching illness, Brunel appears to have had nothing more to do with the bridge, and only a small plate recording 'R. Brotherhood, Chippenham, Wilts' as the builder was placed upon the parapet.

Brunel's biographers seemed happy to go along with this omission, but it is one which discredited Brunel and the industrial archaeology of Scotland, as it was his only substantial work north of the Border. The bridge is also of considerable interest in its own right, as it represents an interim stage in the emergence of the wrought-iron lattice-girder bridge that was in the process of becoming a major artefact in the railways of the world. It was this functional and economical type of structure rather than the large 'truss' bridge like the Royal Albert Bridge over the Tamar, or even Robert Stephenson's tubular Britannia Bridge over the Menai Straits, that came to dominate nineteenth century railway construction.

So it was gratifying to see Brunel's role in this important enterprise recognised at last in the plaque on the Balmoral Bridge. The unveiling took place in a bleak northerly gale, with sleet in the air, but there was some fitful sunshine to give charm to a memorable occasion, marking an appropriate tribute to the Engineer, the 200th anniversary of whose birth we are celebrating this year.

*Angus Buchanan*

## Gulbenkian Prize for Great Britain

In this year of Brunel celebrations, the great engineer's *SS Great Britain*, preserved in Bristol, has won the Gulbenkian Prize for museums and galleries. It is encouraging for IA that last year's Gulbenkian Prize was won by The Big Pit mining museum at Blaenavon in South Wales. Professor Robert Winston, chairman of the judging panel, said: 'The *SS Great Britain* got our unanimous vote for being outstanding at every level. It combines a truly groundbreaking piece of conservation, remarkable engineering and fascinating social history plus a visually stunning ship above and below the water line. Most importantly, the [ship] is

accessible and highly engaging for people of all ages.'

I.K. Brunel designed the world's first propeller-driven ocean-going steamship, which was launched here in Bristol docks in 1843. After many voyages she ended up as a hulk in the Falkland Islands from where she was salvaged and towed back to Bristol in 1970. Subsequent long-term restoration has seen the hulk transformed into a fine ship and since a recent £11.3m project, the *SS Great Britain* appears to float in a 'sea' of glass.

## British Engineerium reprieved

Following the sudden closure of the British Engineerium at Hove, Sussex, an auction planned by Bonhams on 10 May included nearly 500 lots from the Jonathan Minns Collection, with many beautiful model steam engines, etc. A private sponsor halted the sale at the last moment, giving breathing space for a careful consideration of the site's future.

## Hereford Waterworks refurbished

On 25 June Sir Neil Cossons, chairman of English, opened the newly-constructed visitor centre and refurbished main building at the Waterworks Museum in Hereford. The work received Heritage Lottery funding in 2002. Work was delayed when a sub-contractor went into receivership but Speller-Metcalf of Malvern stepped in and completed the contract on time and within budget. The museum now has a dedicated education space, a visitor centre, a new engine gallery for displays and an engineers' workshop. Future improvements include a building for a pumping engine which was installed at a wartime munitions factory to supply water in case of fire.

## Where the modern world begins

Screened on Channel 4 on 5 February was a 'Time Team' programme about the first (unsuccessful) steam-powered cotton mill in Manchester, dating from the early 1780s and excavated last year under a car park on Miller Street. Resident Time Team archaeologist Phil Harding described the site as 'the prehistory

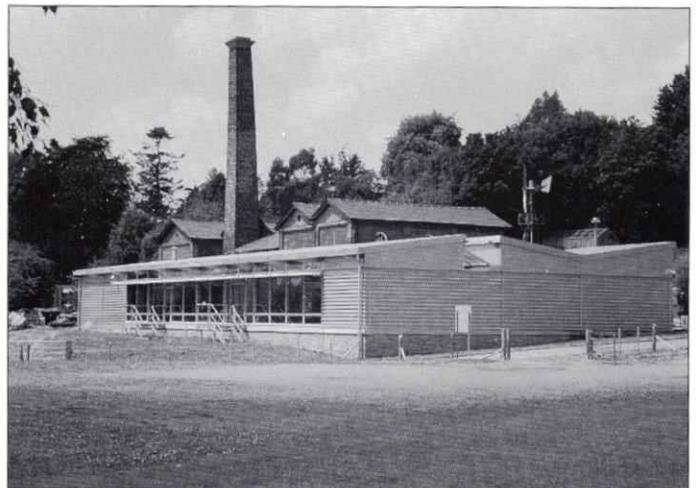
of the Industrial Revolution,' while Dr Mike Nevell, Director of the University of Manchester Archaeological Unit said the find was 'monumental'....this is where the modern world begins.' The programme also looked at the appalling conditions of workers' housing.

## ERIH

ERIH is the European Route of Industrial Heritage, a network of the most important industrial heritage sites in Europe. It is the common link between them all, from disused production plants to industrial landscape parks and inter-active technology museums. The route's backbone consists of 'Anchor Points': the outstanding industrial monuments in the former heartlands of the Industrial Revolution in Britain, Netherlands and Germany. In the future, ERIH

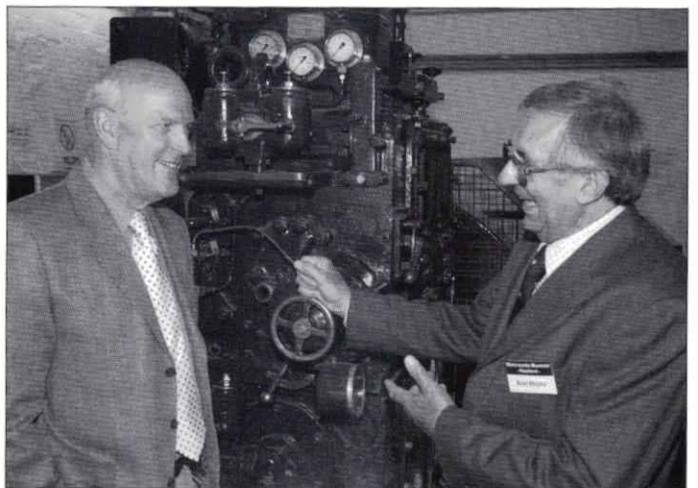
plans to expand throughout Europe.

Anchor Points in Britain are at Amlwch (Mynydd Parys and Porth Amlwch), Birmingham (Jewellery Quarter), Blaenavon (Big Pit National Coal Museum), Bradford (Saltire village), Brentford (Kew Bridge Steam Museum), Chatham (Historic Dockyard), Cromford (Derwent Valley Mills), Dundee (Verdant Works), Gloucester (Docks and National Waterways Museum), Lanark (New Lanark Mills), Liverpool (Merseyside Maritime Museum), Llanberis (Welsh Slate Museum), Manchester (Museum of Science and Industry), Newtongrange (Scottish Mining Museum), Northwich (Lion Salt Works), Penzance (Geevor Tin Mine), Sheffield (Kelham Island Museum), Stoke-on-Trent (Gladstone Pottery Museum), Swansea (National Waterfront Museum), Tavistock (Morwellham Quay), Telford (Ironbridge Gorge Museums),



*The new building at the Waterworks Museum Hereford*

*Photo: Waterworks Museum, Hereford*



*Sir Neil Cossons with Dr Noel Meeke, Museum Chairman, at the official opening of the new Waterworks Museum Building*

*Photo: Waterworks Museum, Hereford*

Wakefield (National Coal Mining Museum for England) and Waltham Abbey (Royal Gunpowder Mills).

The Anchor Points comprise the complete range of European industrial history. They will also be the starting points for a variety of Regional Routes as well as Transnational Theme Routes which are currently being planned for textiles, mining, union and steel, manufacturing, energy, transport and communication and water.

Information about ERIH can be found on the website: [www.erih.net](http://www.erih.net).

### Walter MacFarlane & Co. Ltd

Members might be interested to know that the Scottish Ironwork Foundation have just published a history of Walter MacFarlane & Co, Ltd, Saracen Foundry, Glasgow with a reprint of plates from one of their product catalogues. The book is hard bound with gilt lettering as per the original. This company might be considered to be the world's foremost architectural ironfounders. The Scottish Ironwork Foundation ([www.scottishironwork.org](http://www.scottishironwork.org)) is the online resource for architectural ironwork made or found in Scotland, funded by the Millennium Fund - RIAS.

The book is available in the UK for £25 incl P&P by sending a cheque to the Scottish Ironwork Foundation, 22 Alexandra Place, Stirling, FK8 1UN.

David S. Mitchell

### North Sea news

A blaze in June damaged Sealand, a former World War II anti-aircraft platform off the Essex and Suffolk coast. The derelict platform was occupied and declared an independent state in 1967 but somewhat compromised 20 years later when British territorial waters were extended from three to twelve miles. Nevertheless the 'state' has continued to exist, although not recognized by the British government.

### Coalport strengthening rewarded

Recent work by Shropshire County Council and the Borough of Telford and Wrekin to strengthen Coalport Bridge has won the ICE West Midlands Project Award 2006 as

well as the West Midlands Heritage Award. The bridge is believed to be the oldest cast-iron structure in Britain carrying vehicles and the strengthening work was considered to have been carried out with great sensitivity and was a worthy winner.

### Ceramics guide honoured in national reference book awards

The *Tile Gazetteer: A Guide to British Tile and Architectural Ceramics Locations* by Lynn Pearson was published in 2005 for the Tiles and Architectural Ceramics Society by Richard Dennis, Shepton Beauchamp (512pp, with many illustrations, A5 paperback. ISBN 0 903685 97 3. £25.00) It was runner-up and highly commended in the recent ISG (CILIP)/Nielsen BookData Reference Awards for the outstanding work of reference (printed category) published in 2005. The Awards are administered by the Information Services Group of CILIP, the Chartered Institute of Library and Information Professionals, and sponsored by the leading bibliographic information supplier Nielsen BookData. Since 1970, the Reference Awards have recognised excellence, promoted awareness of outstanding reference books and products, encouraged quality and set industry standards. The awards were presented at the Library and Information Show, NEC, at a special ceremony on 26 April 2006.

The chair of the judging panel described the book as 'a superbly illustrated authoritative guide to in situ British tiles and architectural ceramics. As such it fills an important gap and will appeal to anyone interested in Britain's buildings - historic or modern, the use of ceramics in architecture and the history of ceramics manufacturing. The main arrangement is geographically by county. The individual entries are short and to the point but manage to pack in a lot of information and detail. And at the end of each entry are excellent bibliographies. A practical book to study or take on your travels. Extremely good value for the quality and quantity of its contents.'

For more information on the Tiles and Architectural Ceramics Society see [www.tilesoc.org.uk](http://www.tilesoc.org.uk).

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### Cornwall and Devon get new World Heritage Site

Unesco's World Heritage Committee, meeting in Vilnius, Lithuania, announced on 13 July that World Heritage status has been granted to the Cornwall and West Devon Mining Landscape. The complex bid was submitted back in January 2005 and is made up of ten mining landscapes from St Just near Land's End to the Tamar valley in West Devon.

Meanwhile, funding has been approved for the development stage of an ambitious project to turn Geevor Tin Mine in west Cornwall into the UK's finest museum of hard rock mining. This is considered to be the best preserved tin mining complex in Europe and financial backers include the Heritage Lottery Fund and European Community Objective One.

### Where are those IA courses?

Where in the country are public courses on IA (day-schools, practical, residential or weekly) being held by universities, WEA, or other organisations over the next 12

months? Please keep the AIA informed if you know of local courses which we can publicise in IA News and the AIA website. Even if you hear about one but aren't planning on attending yourself. Please send details or a contact address to the Editor.

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**Scotland**

First, apologies to regular readers who were expecting to find this regional report in the last issue of *IA News* as part of the annual reporting cycle. Your correspondent was overwhelmed by end-of-year administrative activity brought about by his new and varied duties, and by his failure to multi-task effectively, so he greatly appreciates the tolerance and understanding shown by the editor.

This has, as always, been a very mixed year in Scotland. Commencing on a sad note, friends and colleagues north of the border were very sad to hear of the death of Eric Watt, a prime mover in the Scottish Industrial Heritage Society, and well known to many AIA members. Elements of his exceptionally valuable archive have been gifted to a variety of relevant institutions, and the most important industrial photographs are to be copied for deposit in the National Monuments Record of Scotland.

Perhaps the most disturbing news of the year has been the collapse and closure of the Dalmellington and District Conservation Trust, which had run the former Waterside Iron Works site near Dalmellington as industrial museum for many years. The liquidation followed the withdrawal without warning of local authority funding (by East Ayrshire Council), and has had many distressing consequences. Of these, perhaps the most extraordinary was the auction of assets by the liquidator during which friends and volunteers of the museum bought back items that they had originally gifted to the Trust. There are also worries about the long-term future of the surviving structures within the site, and Historic Scotland are actively working to ensure that the blast-furnace bank and associated blast-engine house do not suffer in the ensuing period of uncertainty.

Further north in Irvine, the future of the Scottish Maritime Museum also seems to be uncertain, and it now seems likely that the *SV Carrick* (or *City of Adelaide*) is unlikely to be restored after the estimated £10 million cost was deemed to be prohibitive. This will be a major disappointment to many, not least the people of South Australia whose forebears arrived in the ship over many decades. It is now likely that the vessel will be

dismantled in a process that will include careful recording.

Not far away (on the north side of the River Irvine), the incremental closure of Nobel's Explosives' Ardeer Factory has continued. The good news is that the company has deposited its truly wonderful archive with the local repository, Ayrshire Archives. Meanwhile, still further north in western Renfrewshire (Inverclyde), the ownership of the 'Greenock Cut' (built during the 1820s) has recently been transferred to Inverclyde Council, who are now leading a partnership to repair the cut and its associated structures with Historic Scotland and Heritage Lottery Fund support.

Moving eastwards along the Clyde towards Glasgow, it is sad to report that Barbush Mills in Johnstone are to be demolished. In Glasgow itself, it is perhaps inevitable that BAe Systems have again applied to demolish the Arrol giant cantilever crane at their Govan Shipyard. The previous applications have cited the need to make space for the pre-fabrication of large pieces of warship, but somehow demolition never occurred and the crane was still used from time to time. Now it seems that the crane is to be condemned to death once again. This would be a shame given the destruction of similar cranes on

the Tyne and at Rosyth, and the fact that other countries such as Japan (Nagasaki) and Australia (Sydney) appear to treasure their own Arrol cranes with more enthusiasm.

One of the great centres of industrial archives is situated not far from Govan at Glasgow University Archive Services, which also accommodates the Business Archives Council of Scotland (BACS). BACS has for many years been an important partner in the early warning system permitting the timely recording of industrial sites and the rescue of important archives. A key person in this process has always been the Survey Officer, and it was therefore sad to lose Liza Giffen last December after several years of valuable service. She has moved on to a post in Leeds University, but her position has recently been filled by David Powell.

Despite a period of major re-organisation, Historic Scotland has continued to support industrial heritage in a number of ways, both through its Historic Buildings and Ancient Monuments inspectorates' activities. Recent examples have included funding for the consolidation of the Tullibody Old Bridge in Clackmannanshire, financial support for surveys of the salt industry in the Solway Firth and Brora in the north-east Highlands,



*The blowing engine house at Waterside Ironworks, Dalmellington, Ayrshire. After the Dalmellington and District Conservation Trust went into liquidation following the sudden cessation of local authority funding, there are concerns about the site's future*  
Photo: John R Hume, 1980, SC570044

local involvement in the interpretation of the Bunavoneadar whaling station in Harris, and the publication of a technical advice note on Scottish Iron Structures by Tom Swailes. This is a particularly important piece of work given the frequent alarmist condemnation of iron frames by unqualified assessors. In this context, it is also very good to see the excellent website and associated database

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

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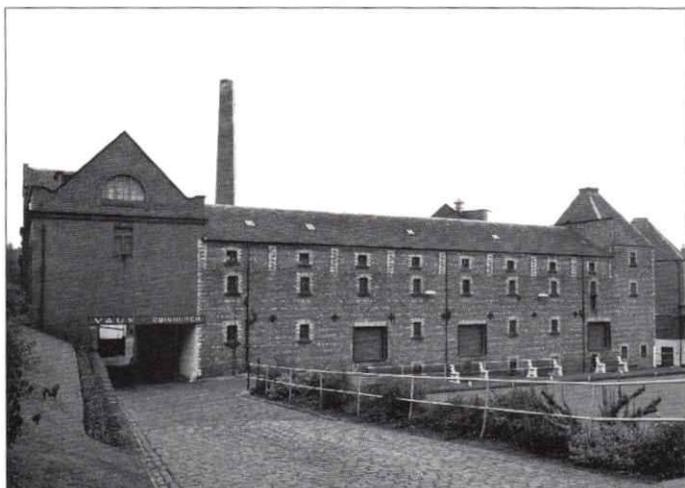
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**Region 14: SOUTH WEST ENGLAND**

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VACANT



The Caledonian Brewery, Edinburgh, in 1974 when it produced 'Scotch Ale' for Vaux of Sunderland. The brewery has since survived two fires, and its beers have won many prizes. Dechars IPA winning the 'Champion Beer of Britain' competition in 2002. In 2005, the company sold the brewery to Scottish Courage, whilst continuing to operate the site as an independent business

Photo: John R Hume, 1974, SC451659

compiled by David Mitchell and Andrew Laing, scottishironwork.org.

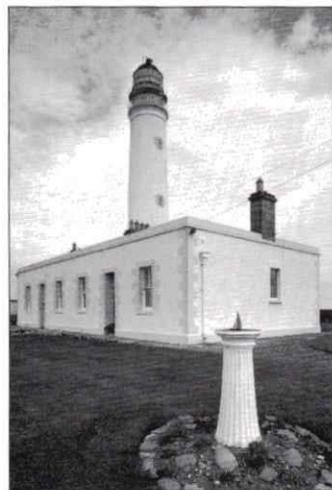
Historic Scotland has also been supporting research into the extractive industries of South and Central Scotland. Another important project has been the Moffat Upper Forge excavation near Airdrie by the Scottish Analytical Services for Arts and Archaeology (SASAA), a specialist organisation based in Glasgow. It has been pioneering 'Holistic Context Analysis' (HCA), which is a methodology designed to extract the maximum information from industrial and other sites with little or no extant remains. Meanwhile, not far away, post-excavation work at Summerlee

Ironworks has been completed and a paper written for the *Proceedings of the Society of Antiquaries of Scotland*.

Every year, Dundee is a hotbed of activity. Recent events have included the dismantling and re-erection of the Dundee Foundry (Gourlay's iron-framed marine engine works) 30 metres from its original position. Not far away, the Edward Street Mill and Constable Works have been converted to residential use, whilst Taybank Works, formerly the UK's last working jute spinning mill, is now being demolished. On a more positive note, Verdant Works has signed up and is part of the UK's European Route of Industrial Heritage (ERIH).

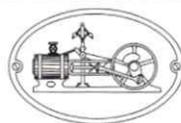
Further north in Aberdeen, there remains an impasse relating to the future of Broadford Works, and the state of the records of the company (including a fine archive relating to the mills themselves) remains uncertain. Aberdeen City Council is continuing the fight to ensure their safe removal, and it is hoped that the ambitious plans to convert the works into an urban village will still be realised.

Aberdeen also hosted the launch of a project designed to ensure the survival of historic records relating to the UK offshore oil and gas industries. This occurred at the University of Aberdeen, and is known as the 'Capturing the Energy Project'. It was originally proposed by RCAHMS and the Business Archives Council of Scotland after



Barns Ness Lighthouse, East Lothian, is no longer operational and the Northern Lighthouse Board have decided to sell the lighthouse itself

Photo: Crown Copyright: RCAHMS, 1998 SC436652

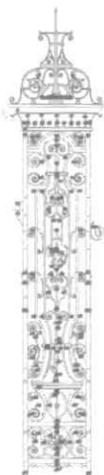


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encouragement from Norway, but has since received generous support from TOTAL E&P UK plc, Scottish Enterprise Grampian, and the University of Aberdeen. Ultimately, the aim is to ensure that the industry itself retains the most important record material, and that this is stored in a central archive facility, preferably in Aberdeen. The extent of the change now facing the offshore industry is exemplified by the fact that Ardersier, one of the main onshore construction yards (near Inverness), is being converted into a residential and leisure complex as part of the 'Whiteness' project. It is extraordinary to think that the UK offshore oil and gas industry are already mutating into industrial archaeology, and it is therefore all the more important that we take this opportunity to ensure the survival of historic records before they are destroyed as the industry evolves.

Scotland's capital city is also witnessing a major maritime transition as Forth Ports winds down its facilities in Leith Harbour and the 'Waterfront Project' plans to build the largest number of residential units since the completion of Scotland's last new town, Livingston. It remains to be seen how much of the harbour area's historic fabric is successfully integrated within the development. In this context, it is heartening to be able to report that the Scottish Parliament's cross-party group on Architecture and the Environment has been actively promoting the environmental benefits of the re-use of old buildings compared with high cost of new-build projects.

Also in Edinburgh, it is perhaps worrying to see that the Caledonian Brewery, maker of wonderful and prize-winning beer (such as Deuchars IPA) has been sold to Scottish Courage, who have in turn shut the Fountain Brewery (previously the home of 'Tartan Special'). The Caledonian Brewery company remains independent from Scottish Courage, but the brewery itself now makes a range of new products, including the McEwans 70 and 80 shilling ales. Meanwhile, the site of the Fountain Brewery is likely to be re-developed as part of a major scheme exploiting the setting of the terminus of the Union Canal in Edinburgh.

Further afield, East Lothian Council is embarking on a major

initiative at Prestongrange Industrial Museum. The plan involves applying for a large HLF grant as part of the Living Landmarks programme, and readers interested in more information should visit the project's website at [www.prestongrange.org](http://www.prestongrange.org). Several miles along the coast to the east of Dunbar, the Northern Lighthouse Board have deviated somewhat from their recent post-automation practice of selling off keepers' houses. At Barns Ness, they are selling the lighthouse itself, now that it has been decommissioned.

Back in Edinburgh, it has been a relatively quiet year in industrial terms, but work has continued on the RCAHMS coal book, publication being planned for June 2006 in partnership with the Scottish Mining Museum. A broadsheet on New Lanark Mills and village has also been published in partnership with the Friends of New Lanark, and the civil engineers Jacobs Babbie have donated the Sir Alexander Gibb archive to the Royal Commission. This contains a lot of wonderful material on Scottish engineering projects, but also includes a great deal of material relating to the rest of the UK, as well as prestigious overseas projects, such as the Kariba Dam. RCAHMS is also collaborating closely with the Institution of Civil Engineers' Panel of Historic Engineering Works (PHEW) on the last in the series of civil engineering heritage volumes which, inevitably, is on Scotland. This is posing many challenges, not least because it will be bigger than anything that has gone before. Publication is due in Autumn 2006.

Miscellaneous news items include the opening of the new Montrose Bridge following the demolition of the Owen Williams reinforced concrete bridge last year. In Lanarkshire, one of the most important structural engineering companies in the UK, Motherwell Bridge, has demolished its main works in Motherwell. Attempts to contact the surviving management in order to discover the fate of the excellent company archive have so far failed.

In Dumfries and Galloway, the closure of the nuclear power station at Chapelcross is likely to induce recording activity, and it is hoped that the recording will also be possible at Dounreay in Caithness (in the northern Highlands). There

was considerable alarm in April 2006 when the 'Hunters' wellington boot factory occupying the former Arrol Johnston car factory at Heathhall in Dumfries announced that it had gone into receivership, but the business was recently rescued by a consortium.

Finally, the Scottish Industrial Archaeology Panel has now been meeting for over 25 years, but like other UK panels, attendance has flagged, although the meetings remain useful and still occur twice annually. Over the coming weeks, a hard core of members is going to review the activities of the panel, and will consider ways in which it can continue, including the use of the web and email. In particular, for many amateurs and professionals with an interest in industrial heritage, it is becoming increasingly difficult to attend panel meetings in the flesh, so the potential for exchanging information via the new information technologies offers tremendous opportunities.

*Miles Oglethorpe*

## North West England

It is perhaps ironical that in the last 12 months the Government refused to support the construction of a modern tramway system on Merseyside, while also on Merseyside a surviving relic of Britain's first street tramway system was demolished. In 1860 George Francis Train's Birkenhead Street Railway Company constructed a line from Woodside Ferry to Birkenhead Park. This horse-drawn route was extended in the summer of the following year to the top of Palm Grove, Oxton, where a depot and stables were built. In 1877 the line was taken over by the newly formed Birkenhead Tramways Company, who erected a new office building at the depot in 1879. This single-storey building, with 'Birkenhead Tramway Company' engraved above the door, survived until early 2006 when it was demolished and the site redeveloped for housing. The engraved keystone has been preserved at the Birkenhead Museum.

Another tramway depot which has disappeared to be replaced by housing over the last year is the Standroyd depot at Colne, built in 1921 but only used for trams until 1934, after which it became a bus depot until about 25 years ago. It

stood at the top of a steeply graded section of reserved track down to Cottontree, which still survives as a path with sections of tram track in use as posts at the top. The line continued to Trawden village where there was a further section of reserved track which also survives as a path and sections of tram track are still embedded in the ground at the upper end by the bus terminus, even though last used in 1928. Today, Trawden appears to be a sleepy dead-end village and it may be surprising that it ever had a tramway. But the tramway provided a necessary transport service for the workers at the large weaving mills which existed along its route. There is now little evidence of this aspect of Trawden's history; Hollin Hall Mill was demolished last year, leaving only fragments of Black Carr and Brook Mills although the village does contain many hand-loom weavers' cottages.

Elsewhere in the Pendle area, the chimney of Pendle Street Shed, Nelson, featured in the 2004 North West England report (*JA News 130*, page 15) was demolished earlier this year. Further south in Hyde, Greater Manchester, the major part of the Bayleyfield and Carrfield Mills complex has been demolished for housing re-development. This is a significant loss since, commencing in 1817, this vast site had been developed over a long period to serve the vertically integrated textile business of Ashton Brothers and encompassed spinning, weaving and finishing, with a surrounding community of houses, schools and churches. The University of Manchester Archaeology Unit (UMAU) were able to survey the site before demolition commenced. Also in Greater Manchester, UMAU were able survey Monarch and Sandy Mills at Royton before demolition. The demolition of Sandy Mill was completed on Wednesday 15 February this year when the chimney was demolished at about 11.00 in the morning. Fred Dibnah not being available any more, it was blown up rather than being felled by the Dinah method.

Fred Dibnah is now honoured by a blue plaque on his house in Radcliffe Road in his home town of Bolton. Paid for by the Bolton & District Civic Trust, this was unveiled on the 30 March 2006 by the Mayor of Bolton, Cllr Frank White. It reads 'Home of the late Dr Fred Dibnah



Birkenhead Tramways Co. office building

Photo: Ken Catford

MBE Steeplejack. Honorary Doctorate: Aberdeen & Birmingham Universities, artist, draughtsman, carpenter, stonemason, demolition expert, intuitive engineer, steam enthusiast, devotee of our industrial heritage, raconteur and television celebrity. Revered son of Bolton. 1938-2004.' The Council has decided that the mine shaft he was sinking in his garden without planning permission can stay and it may become part of – well, you guessed it – 'The Fred Dibnah Experience'.

Swan Lane Mills in Bolton, which were visited by the AIA as part of the 2000 Manchester conference a year before they ceased cotton spinning, are now being redeveloped as the Swan Centre and the company undertaking the development were generous enough last year to make a major donation to the Northern Mill Engine Society. Although a report appeared in the local paper, this welcome publicity opportunity for both the Swan Centre and the Society was marred by the fact that

no photographs were included and the headline referred to the Society as 'train fans'! Work at the Bolton Steam Museum continues and a boiler house has been constructed over the last year, although it will be some time before they are in steam. The museum is not yet open on a regular basis, but those who wish to see progress, or see the museum for the first time, have an opportunity to do so this year on August Bank Holiday weekend (Sunday and Monday, 27 & 28 August) or Sunday 10 September (Heritage Open Days weekend) when it will be open from around 10am until 4pm. It is located on Chorley Old Road, behind Morrison's store. The Bancroft Mill engine at Barnoldswick will also be in steam on the Sunday afternoon of the Heritage Open Days Weekend as part of its regular steaming programme; other dates are 1 October, 22 October and 12 November.

UMAU have had a very busy year as regards industrial archaeology. In addition to the mills noted earlier, they have also

surveyed standing buildings at Lane End Mill in Heywood, Drydock Mill in Littleborough, Acorn Mill in Lees, Broad Oak Mill in Accrington, and a railway goods shed at Summerseat in Bury. They continued work on early industrial housing in the Manchester area by excavating a row of four blind back terraces from around 1800 on Greengate in Salford. But the highlight, which also involved the Manchester Region Industrial Archaeology Society, was the three day 'Time Team' excavation of Manchester's first cotton spinning mill on Miller Street. This recovered the wheel pit and engine bed of the 1781-2 mill. One of the mysteries of the site that remains is how the water leat system worked during the 1780s and it is hoped that further work on this site will be possible.

Roger N. Holden

### Greater London

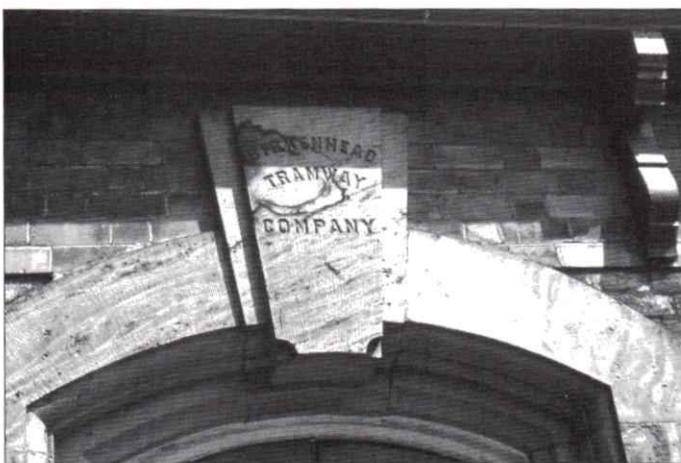
The historic Ram Brewery in Wandsworth is to close and the 5½-acre site will be sold. In 2003 Wandsworth town centre was identified as a key area for regeneration and this must be a factor in the decision to sell, quite apart from the fact that the demand for traditional beer will almost certainly dwindle into insignificance in a decade or so. The Brewery site is currently believed to be worth £80-100 million and the decision to sell is an obvious business necessity. Young & Co are to merge their brewing operations with Charles Wells who will produce Young's beers at the Eagle Brewery, Bedford,

built in 1976. At the Ram Brewery there are two Woolf-compound rotative beam engines of 1835 and 1867 which at least until very recently were in working order.

Along with the fact that younger customers are disinterested in real ale, a general interest in stationary steam engines is almost certainly coming to an end and the Wandsworth beam engines are likely to be offered to museums. Whether someone like Kew Bridge will take one remains to be seen but we are past the era when industrial museums were taking large exhibits. Indeed most museums are currently discarding such artefacts at a scandalous rate.

The Ram Brewery is on the oldest continuous beer-making site in Britain but without a viable future the retention of a few of the most historic buildings is as much as we can hope for. At the Guinness Brewery in West London demolition has been proceeding quickly and all will probably be gone in a few weeks.

The Guinness Brewery could be demolished because it had a certificate of exemption from listing. As if this case is not worrying enough, even worse is the situation regarding the Commonwealth Institute, Kensington High Street. This Grade II\* listed building might be demolished following an Act of Parliament to de-list it. If this becomes a possibility, listing a building in the first place becomes rather pointless – a Constitutional issue. The de-listing of important buildings on grounds of financial



Keystone over the entrance to the Birkenhead Tramways Co. office building – with misspelling of 'Tramway' in the singular

Photo: Ken Catford



The Ram Brewery, Wandsworth

Photo: R J M Carr

expediency is a frightening prospect and the proposed Kensington demolition would set a dreadful precedent.

The Commonwealth Institute by Harris and Sutherland (engineers) was designed and constructed during 1960-62. Its hyperbolic paraboloid roof in swept-shell concrete was the largest of its kind at the time and the building reflects the post-colonial thinking of its age. It is regarded as one of the two most important buildings in London of its period.

The early twentieth century extension to I. K. Brunel's Paddington station in London, listed Grade I, is threatened with demolition, to be replaced by an office development. Span Four is on the northeast side of the terminus and the general public may well think this part of the station is by the great man himself – it is a good match and well done.

The decision to replace Span Four by an office development seems short-sited bearing in mind that in the near future more accommodation for trains at Paddington will be needed. If Crossrail is built it is predicted that Paddington will receive an extra 16 trains per hour, and generally the current trend is to run more trains rather than less. The present congestion at Birmingham New Street well illustrates this.

An argument put forward for the demolition of Span Four is that it is just a pastiche, but it is far better than that. Eminent pundits argue that it was designed by leading

railway engineers of the day to complement Brunel's work, matching the existing trainsheds and expanding the spacious feeling of the station. So well does it do this that if it is to be removed we may well think the loss of Isambard's original achievement. To later twenty-first century eyes it might appear quite poky.

The engineer responsible for Span Four was Walter Young Armstrong, who was the GWR new works engineer from 1904 to 1916. His work includes the whole Chiltern route to Birmingham, viaducts in Cornwall, new stations at Cardiff, Gloucester, Truro, and Birmingham's Snow Hill and Moor Street. Moor Street station Birmingham has recently been restored to a very high standard and well illustrates Armstrong's ability to combine aesthetics and engineering. A visit to Birmingham to see Moor Street as it is now can be highly recommended. Span Four at Paddington was built during the reign of King George V between 1911 and 1916 and the contractors were Holliday & Greenwood.

Currently the interior of Span Four is obscured and the general public is unlikely to appreciate what they might be losing. It is impossible to make an adequate photographic record at the moment because of the clutter. About twelve feet above platform level there is a deck of large boards supported on scaffolding (a crash deck) which covers the whole area north of the buffer stops, as far as the end of the trainshed. This deck was put up in

1993 for reasons of public safety and the restricted headroom makes the eastern side of Paddington Station gloomy and depressing. What is above the deck is unclear, there appears to be access to this secret space but only VIP visitors are likely to be admitted here. South of the buffer stops, as far as the throat through which pedestrians currently enter the station at its southeast corner from Praed Street, the trainshed is lined with white plastic sheeting forming a false ceiling. Thus it is quite impossible to see the interior of Span 4 and the casual visitor when asked is likely to respond – 'Span Four, what Span Four?' A view of the exterior can be had from London Street.

Span Four was the last great trainshed to be built in Britain until the 1990s and Nicholas Grimshaw's Eurostar terminus at Waterloo. Save Britain's Heritage have produced an A4 booklet in support of retention and there is a campaign involving eminent people. It is hoped to report further in the next IA News.

All this contrasts with the situation at King's Cross – St Pancras where it is reported that Argent Estates Ltd intend to re-erect all the three listed gasholder frames currently dismantled and in store north of Battle Bridge Road. These formed the famous triplet and gasholder number eight, currently still in situ, is to be moved to stand alongside the reinstated triplet. Furthermore excellent work has been done to the east of King's Cross station where the Regent Quarter, now opening, is a splendid

example of sensitive development. At least superficially the overall character of the area has survived remarkably intact.

At Kew Bridge Steam Museum work on the Bull Engine is proceeding satisfactorily. Since Christmas 2005 the installation of the valve-gear has been completed and a new steam pipe has been fitted. At the pump end of the engine the replacement of rotten bottom spring-timbers has been undertaken and was completed by early March 2006.

When the time comes to raise the pump under steam these timbers will provide a firm base to support wooden props that will hold up the pump assembly while the pole is cleaned and the gland repacked. Other tasks to be done before the pump pole is raised include adjustments to the plug rod and re-fitting the air pump drive-links along with several gauges and lubricators. It was hoped to be able to steam the engine in April 2006. Anyone interested in working on the Bull engine should contact Nick Morgan, ☎ 01462 441861.

The ambitious plans of British Waterways for Greater London, which include the development of freight traffic with new 350 tonne barges, the opening up of the Bow Back Rivers to pleasure boating as part of the development of the Lower Lea Valley in connection with the 2012 Olympics Games, are described elsewhere in this issue (page 10).

*Robert Carr*



*Paddington pedestrian entrance to Span 4 through the throat*

*Photo: R J M Carr*



*Paddington Span 4 from the north*

*Photo: R J M Carr*

Local Society and other periodicals received

Abstracts will appear in *Industrial Archaeology Review*.

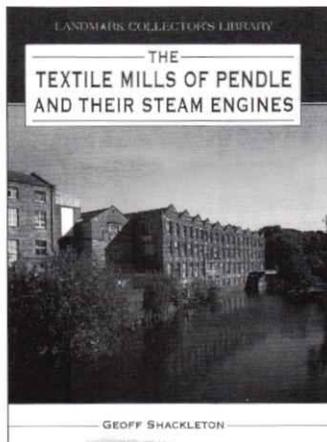
- Cumbria Industrial History Society Bulletin*, 64, April 2006
- Dorset Industrial Archaeology Society Newsletter* 15, May 2006
- Greater London Industrial Archaeology Society Newsletter*, 222, February 2006 & 223, April 2006
- Lancashire History Quarterly*, 9/3, Winter 2005
- Leicestershire Industrial History Society Newsletter*, 28, Spring 2006
- Museum of Bath at Work Newsletter*, Winter 2005
- Piers: the Journal of the National Piers Society*, 78, Winter 2005/6
- SAVE Britain's Heritage Newsletter*, November/December 2005
- Suffolk Industrial Archaeology Society Newsletter*, 93, May 2006
- Surrey Industrial History Group Newsletter*, 151, May 2006
- TICCIH Bulletin*, 31, Winter 2005
- WaterWords: News from the Waterworks Museum, Hereford*, Autumn 2005
- Yorkshire History Quarterly*, 11/2, November 2005 & 11/3, March 2006

Books Received

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

*The Textile Mills of Pendle and their steam engines*, by Geoff Shackleton. Ashbourne: Landmark Publishing. 2006. 432 pp, over 270 photos and drawings. ISBN 1 84306 215 1. hardback £24.99.

This book gives a detailed history of the cotton industry in the towns and villages of the Borough of Pendle. It covers in depth the history of all 157 textile mills and provides details of the owners and tenants who built and occupied them. These companies created the bulk of the employment in the area and were the driving force for the growth and prosperity of the towns of the Borough. The book also concentrates on the means of providing the power required to drive the mills, in particular the steam engine. Much technical data is included with details of engines which, but for the author's research over many years, may have been lost forever. In order to assist the reader's understanding of the textile mills and their machinery, there are extensive introductory chapters covering their development, the prime movers which powered the machinery, and there is also a history of local steam engine makers. The book provides a valuable resource on the history of the Pendle district.



*Wiltshire in the Age of Steam*, by Peter Stanier. Tiverton: Halsgrove Books. 2006. 152 pp, 267 illus. ISBN 1 84114 549 1. hardback £19.99.

Although Wiltshire is renowned for its prehistoric monuments, this book shows how its industrial heritage is also surprisingly rich and diverse. Nationally important sites include Brunel's Great Western railway and Box Tunnel, or the Kennet & Avon canal with its majestic flight of locks at Caen Hill, fine aqueducts and the Crofton pumping engines. Trowbridge had important textile mills, Wilton is known for its carpets and there were also silk industries at Warminster and Mere. Underground quarries at Corsham and Chilmark furnished building stone, and there were limekilns, brickyards and even blast furnaces for Wiltshire iron ore. Farming has left remarkable water meadows, and industries based on agricultural produce were malting, brewing and corn milling by water or wind power, as well as dairy, condensed milk and bacon produce. As well as local iron foundries, heavy

engineering was represented by the Swindon Railway Works which employed thousands in its day. The Swindon workers' village is one of the best of its type in the country. Other industries included paper, leather, snuff and rubber, while hydro-electricity was generated on the Salisbury Avon. Turnpike roads, canals and railways also had an impact on Wiltshire's landscape and economy.

SHORT NOTICE

*Towpath Guide The Grand Union Canal (South)*, by Nick Corble. Stroud: Tempus Publishing. 2005. 240 pp, 110 illus. ISBN 0 7524 3539 6. £12.99.

*Towpath Guide The South Oxford Canal*, by Nick Corble. Stroud: Tempus Publishing. 2005. 192 pp, 100 illus. ISBN 0 7524 3236 1. £12.99.

These two towpath guides follow similar formats with an introduction, and an overview consisting of a very brief canal history and general description of the landscape through which the canal runs. The canal is then divided into sections. Each of these has a set of subsections, starting with 'Shapers'. This includes 'Key Facts' (boatyards, water points, winding points and locks), a route description, local history, landscape, main settlements, access and transport details (usefully with phone numbers for bus and taxi firms). Following are 'Basics'. By this term the author means shopping facilities, eating and drinking, and accommodation. 'Seeing and doing' covers local sights in some detail, culture and entertainment (including sports centres), and finally 'Sampling' includes walking (with one local walk described), cycling, riding, fishing and others such as golf clubs. Contact details are liberally provided. Although only a local could check the accuracy of the information given, Mr Corble has accumulated a vast amount of useful information for the canal or towpath user, though inevitably very regular updates will be needed to keep the information reliable – might this possibly be done via the web? Only one thing lets these guides down, the route maps, which are sketchy in every sense of the word, they are small scale and do not even give bridge numbers. For the walker with an OS map, preferably 1:25000, they might be adequate, but for the boater they do not replace Nicholson. However, as a supplement, especially perhaps for the more leisurely boater, they should prove very useful.

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**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. It may not be too late to book, so please contact the AIA office (address on page 2).

**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.

**15 SEPTEMBER 2006  
WORKS OF GENIUS: I.K. BRUNEL'S ENGINEERING ACHIEVEMENTS AND THEIR LEGACY**

at STEAM: Museum of the Great Western Railway in Swindon, a symposium jointly organised by English Heritage, the University of Bath and Brunel 200. On the date of Brunel's death, practitioners and researchers from different disciplines will present findings of recent research on topics such as Brunel's adventurous bridge designs, his use of cast iron, his spectacular ships and his relationships with other engineers. For application and further information please contact Lucie Pursell, e-mail: L.Pursell@bath.ac.uk

**14 OCTOBER 2006  
EMIAAC 72**

at Wirksworth, Derbyshire, the 72nd East Midlands Industrial Archaeology Conference will be on the theme of the Railways and Quarries of Wirksworth and is being organised by the Railway & Canal Historical Society. Further details from RCHS, c/o 141 Allestree Lane, Allestree, Derby DE22 2PG.

**14-15 APRIL 2007  
AIA IRONBRIDGE WEEKEND**

at Coalbrookdale, the AIA affiliated societies' weekend on the subject of 'Roads: Characteristics and Forms of Transport.' Advance notice only.

**21 APRIL 2007  
SOUTH EAST REGION IA CONFERENCE**

at the Rural Life Museum, Reading University. Advance notice only.

**19 MAY 2007  
SOUTH WEST & SOUTH WALES REGION IA CONFERENCE SSWRIAC**

at Wellington Rugby Club, Wellington, hosted by the Somerset IA Society. Advance notice only.

*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.*



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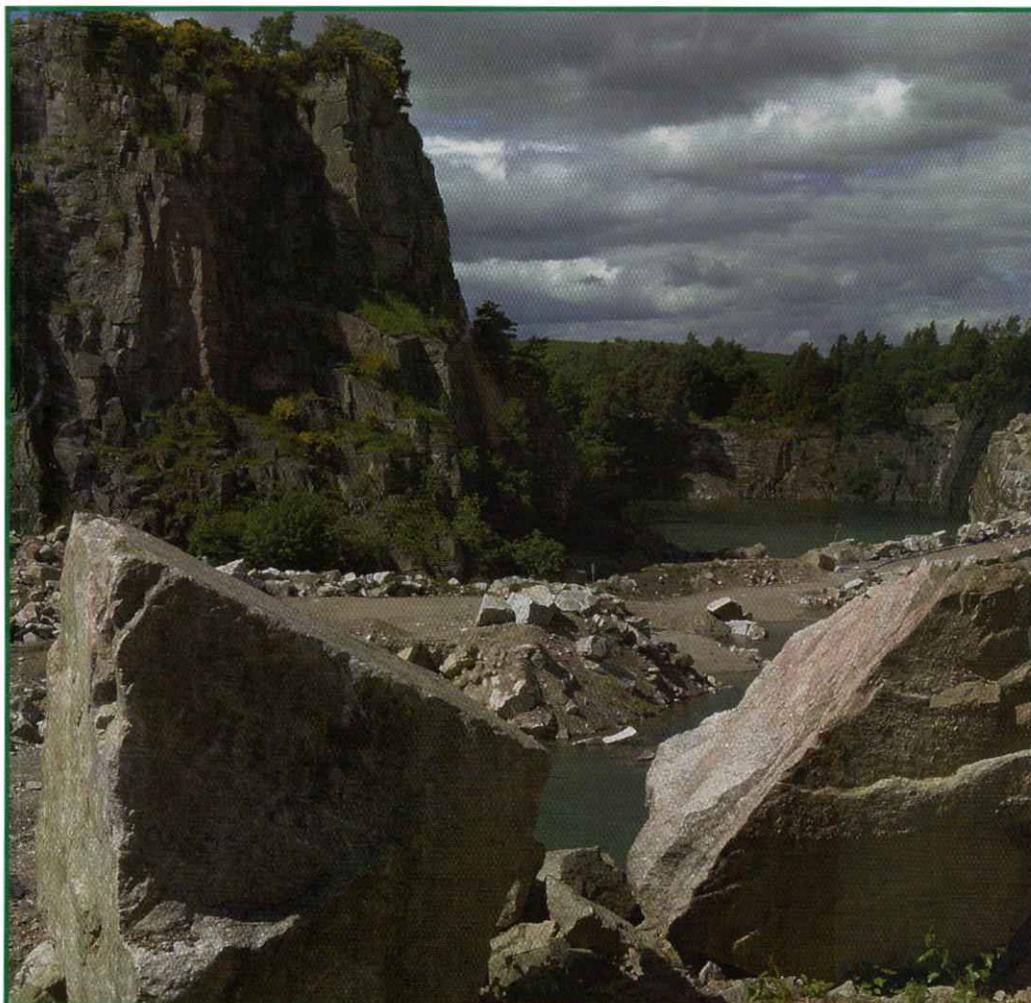
*Final copy dates are as follows:*

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

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

☎ 0116 252 5337 Fax: 0116 252 5005.

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



*Paradise Hill Granite Quarry, Kemnay, Aberdeenshire, was one of Aberdeen's most important sources of granite, having supplied stone for many buildings and structures, including the Forth Bridge, the Royal Liver Building in Liverpool, and Tower Bridge in London. Production of dressed stone has now ceased, and buildings such as the wooden joiners' shop and the smithy are to be demolished. One of its last contracts was the supply of granite facing for the new Scottish parliament*

*Photo: Crown Copyright: RCAHMS, 2005, DP004760*