



## BULLETIN OF THE ASSOCIATION FOR INDUSTRIAL ARCHAEOLOGY

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### ALL CHANGE AT LIVERPOOL STREET

Public indignation over the threat to Liverpool Street Station increases daily — if the volume of press coverage is anything to go by. Soon after British Rail announced proposals last year to redevelop and modernise the station, L.I.S.S.C.A. the Liverpool Street Station Campaign was mobilised under the presidency of Sir John Betjeman to publicise the threat to the existing station buildings and to investigate ways in which modernisation could proceed with the minimum destruction of better aspects of the present terminus. Admittedly the present station has its critics on grounds of convenience and layout. The original station, designed by Edward Wilson of the Eastern Counties Railway Company and opened in 1874, was increased to its present size in 1891 by the addition of eight more platforms on the Bishopsgate side. Due to the physical constraints of the site, the gap between the original ten platforms on the west side and the additions of 1891 are still obvious. Some platforms were later extended back under the adjacent Great Eastern Hotel, also threatened by the new proposals, to accommodate longer main line trains and the layout of the Station can still be confusing to those who do not use it regularly.

The aim of L.I.S.S.C.A. is not to block all redevelopment, but to ensure that this proceeds sensitively and without wholesale destruction of the building; widely acknowledged merits. British Rail reportedly wants to demolish the present train sheds as part of a 10 year plan to provide a new 22 platform terminus replacing both Liverpool Street and the adjacent Broad Street Stations. The Great Eastern Hotel, celebrated for its lavishly decorated Abercorn Rooms for banqueting functions and for its stained glass dome in the dining room will be replaced by a modern 300 bedroom hotel. Early in August it was announced that the Environment Secretary had agreed to the listing of the two bays of the train shed spanning the western side of the station, and the original office frontage. But the later parts of the station dating from the 1891 extension and the Great Eastern Hotel, were excluded from the listing. Pressure continues for a public inquiry, if only to avoid precipitate action such as lost us the propylaeum at Euston in 1961 and James Burnings' iron framed Coal Exchange of 1849, demolished the following year and now the site of a car park. Cash and support are urgently required by L.I.S.S.C.A.; the Treasurer is at Flat B, 3 Wentworth Street, Aldgate, London E.1.

### B.P. HELPS I.A.

Hard on the heels of publication of 'The B.P. Book of Industrial Archaeology' comes the announcement of a new scheme of grants towards industrial archaeological projects in Great Britain and Northern Ireland which the Industrial Division of B.P. Marketing Limited has set up as a contribution to E.A.H.Y. Grants will not normally exceed 50% of the total cost of a project, and the upper limit of grant-aid to any one project is expected to be £500. Applications must be submitted by 30 September 1975 and will be considered by a joint committee of B.P. and A.I.A. representatives. It is hoped that the new grants will provide help and encouragement in those fields not already eligible for grants from official sources; two examples of these are suggested as recording and educational programmes

The first awards will be announced in October, and it is not expected that winners will be arranged in any order of merit, the practice of awarding cash prizes as part of the B.B.C. T.V. 'Chronicle' I.A. series in 1970-71 made clear the difficulties of making precise quantitative assessments of a number of equally deserving projects.

Individuals or organisations may apply, and will be required to summarise their project in not more than 500 words, supplemented by a budget and other supporting material where necessary. Further details of the scheme and application forms are available from :-

B. P. Industrial Heritage Scheme,  
Room 516, P.O. Box 148,  
Strand, London W.C.2.

Telephone enquiries to Jack Trent (Information Officer, B.P. Marketing Ltd.) on 01-438-2893.

### NEATH AND BRIDGEND STATIONS THREATENED

Further from the metropolis it is not always so easy to mobilise the national press where historic buildings are similarly threatened with wholesale redevelopment at prodigious expense to the taxpayer. At Neath the single-storied station building completed by Joseph Rees in 1877 and still retaining most of its original Great Western furnishings was to be replaced by an all-new structure at a cost estimated at £200,000 and demolition had actually started when the Welsh Office intervened early in April and announced that the station building had been listed together with that at Bridgend which was similarly threatened. AIA Council member Douglas Hague took a leading part in the campaign to 'recycle' the buildings by judicious repair and consolidation rather than wholesale demolition, the easier and lazier alternative. The normal limitations on alterations to listed buildings will now apply before redevelopment can proceed.

### PUBLICATIONS

'Dictionary of tools used in the woodworking and allied Trades ca. 1700-1970' by R. A. Salaman. George Allen and Unwin, 545 pages, over 2000 illustrations £18.95. Based on over 50 years study and experience of hand tools in the woodworking and allied trades, including sailmaking and millstone dressing. Some of the illustrations are reproduced from engravings in early catalogues.

## CAMBORNE BEACON AND TOLVADDON STACKS

Paul Stephens writes:-

Preservation of industrial monuments seems nowadays to be as much concerned with the art of knowing one's way across the morass of bureaucracy as problems concerning the physical state of the structures concerned. Two local cases amply illustrate this point. Firstly there was the question of Camborne Beacon, a very fine and prominent mine stack built in a crenellated design on the insistence of the Local Mineral Lord. In the latter part of its life - for alas it is with us no longer - this stack was in the ownership of Mr. A. E. Old an octogenarian business man in the Camborne area, who obviously retained a sense of appreciation for the tradition of hard rock mining in Cornwall. He offered the stack and the land on which it stood to the Local Authority provided that the stack was retained. This condition was rejected by the Local Authority, but nevertheless the gift was eventually made. After Mr. Old's death the Local Authority proceeded to put the land up for auction for housing development and at the auction representatives of the Local Authority - the old Camborne Redruth Urban District Council - unlamented and with us no longer - specifically stated that the stack was not scheduled or protected in any way and that the Authority would have no objection to its demolition. This alarmed local residents, who were, however, perhaps unwise in stimulating the media to report the threat to the stack's continued existence. The result was that early one morning the developer demolished the stack with dynamite before any efforts at preservation could prove successful. The question must remain as to whether this attitude was in fact shortsighted with the possibility that the stack could actually have enhanced and added character and interest to any housing development in its vicinity. Although the owners acted perfectly within their rights, one is tempted to ask whether there are any villains of the piece, and if so why they acted as they did and whether anything has occurred to prevent such an occurrence in the future.

Still with stacks, - and still in the jurisdiction of the former Camborne Redruth Urban District Council - are situated the Tolvaddon Arsenic Stacks, two of the highest and finest stacks in Cornwall, the demolition of which the County Council Planning Department has clearly stated would be a sad loss to the townscape of the area. Situated in an area formerly covered with extensive mineral treatment works, these stacks found themselves adjacent to the proposed line of the new Camborne/Redruth Bypass. To give due credit, in the preliminary designs for the Bypass, the stacks were retained as a part of the landscaping and little objection to the remainder of the project could be raised. However, in the last few months it has suddenly been discovered that the stacks are apparently unsafe. This is where the interesting part of the story begins, as the stacks were *bought* by the County Council in connection with the road scheme from two mineral companies which had apparently owned them since the 1920's without undertaking any repairs. Had the stacks been listed, repairs notices could have been served or at least a nil purchase price negotiated. In addition there was a suggestion that the stacks had been rendered unsafe as a result of the Contractor's Heavy plant and equipment and apparently no effort made to recover the cost of repairs from the Contractor. The final straw has apparently been reached in a situation where the County Council in calculating the cost of repair as against the cost of demolition is reducing the latter figure by the amount of an application to the Department of the Environment for a grant to demolish the stacks under the scheme for clearance of derelict mining land. Is it beyond the realms of human ingenuity that this sum if supplied by the Department should be applied towards restoration rather than demolition?

Editor's Note: Paul Stephens' anxiety for the future of the arsenic stacks was well-justified. Shortly after he wrote the above, the arsenic stacks at Tolvaddon near Tuckingmill were demolished as a hazard to the new Camborne Bypass. It was estimated that repairs to the two 110 ft. high stacks, which were built about 100 years ago, would have cost £15,000. They contained about 1600 tons of masonry.

## NOT-SO-GOLDEN GALLOPERS

Hopes that a fairground museum might be established in London, possibly on the Battersea funfair site, were dashed recently when the Trust Houses-Forte/EMI consortium which controls the site decided that the scheme for a permanent museum building housing working rides under cover, viewed from 2 levels, which the fairground society had proposed was "Hopelessly uneconomic and non-viable". So dispersal of the diminishing number of traditional rides associated with travelling entertainment is likely to continue, and many more items are likely to find their way abroad. A scheme proposed in the 1930s and actively pursued by the Nicholson family of showmen for a permanent assembly of historic rides, possibly to be sited in Belgium or Holland, came to grief in the wake of the economic depression of the time and was never revived after the war. The more recent Battersea scheme, which owes much to London architect David Braithwaite, would have provided a permanent pavilion housing a variety of rides, with entrance at first-floor level so that the visitor's first impression of the roundabouts, steam yachts, cakewalk and other mechanical 'rides' would have been a view down into the 'works', followed by a descent to ground level for a more conventional viewpoint.

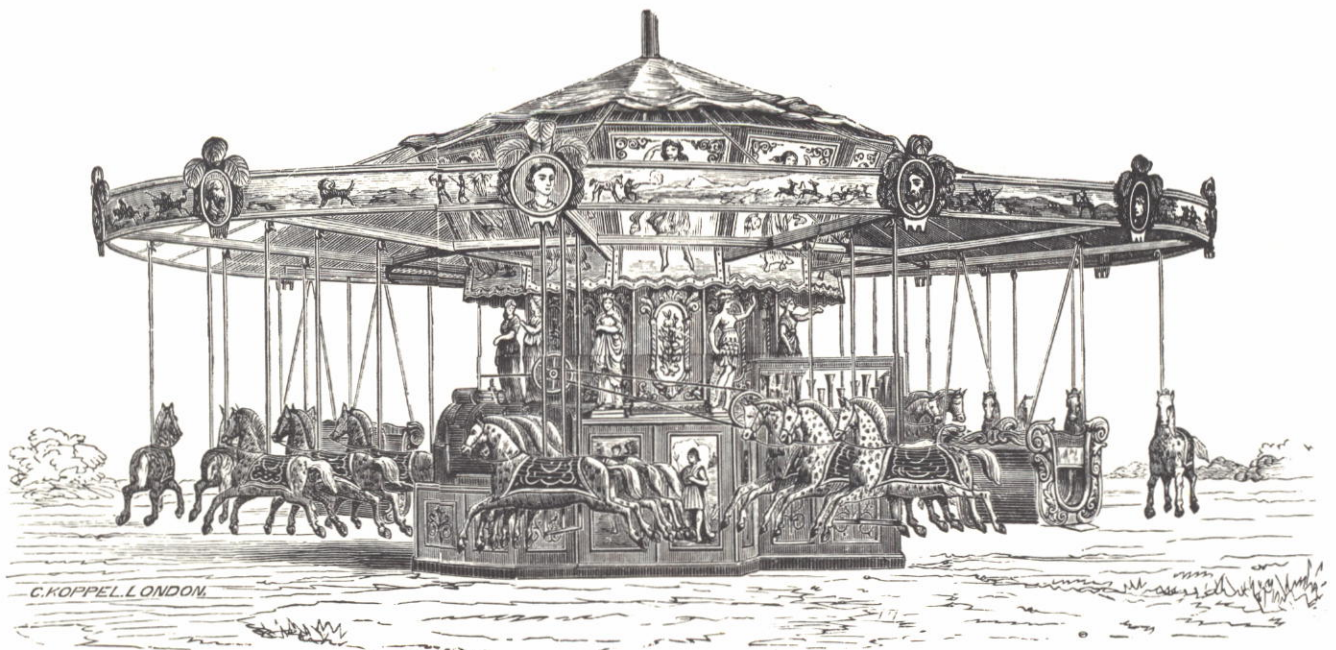
Remarkable ingenuity was exercised in the design of these travelling rides, to make sure that they could be rapidly erected and dismantled at each site with the minimum of labour and equipment. The fact that the mechanism was dismantled so frequently made it more likely that any sign of wear or strain on vital parts would be quickly spotted, and accidents were rare. With only a few days at each venue and the possibility of rain to keep the crowds away, the machines *had* to be reliable and easily repairable if the customers were not to be disappointed and a profit turned into a loss. Behind the gaily-painted fascias, functional engineering of remarkable simplicity and reliability was at work.

One of the engineering firms specialising in the manufacture of fairground machinery was Frederick Savage and Co. of King's Lynn, who closed their doors finally in 1974. Early in the firm's history Frederick Savage developed a chain-driven traction engine, driven in the conventional way by a man on the footplate who looked after the fire and the regulator but with a boy perched on the front who steered the mahine with a handwheel connected by a chain to the front axle. The main drive from the crankshaft was conveyed by a long endless chain to a second motion shaft at the rear of the engine, and thence through a differential to the back axle. A chain tensioning device was included but the noise must have been intolerable!

Many early drawings and foundry patterns survived the closure of Savage's St. Nicholas Ironworks last year, among them most of the original patterns for the chain engine. These have been used in the construction of a series of modern replicas, the first of which was to be steamed during the Kings Lynn Festival early in August. Enquiries are invited from would-be purchasers of specimens from this 'limited edition', the price is presently quoted as £17,500 each. Like the replica 'Locomotion', the boiler will be welded with dummy rivet heads where appropriate. Write to Frederick Savage, Engineer, 40 Bernard Street, London WC1N 1LG.

A number of other East Anglian firms also took up the manufacture of agricultural and road locomotives, and Savages decided to specialise in fairground machinery. As their reputation spread, machines came to Kings Lynn for repair and overhaul which had originally been built by other firms, so Savage's pattern store became an Aladdin's Cave of foundry patterns for showmens engines and rides of many difference makes, although Savage's own machines came to dominate the fairground scenery as the century progressed.

Many hundreds of their patterns and drawings have been saved from destruction, but their preservation is linked to the notion of a permanent fairground museum, which can hardly materialise without substantial commercial sponsorship. Now that canal museums, carriage museums and a theatre museum are firmly on the way, will no-one stand up for the showmen?



*Steam-driven 3-abreast 'Dobby' Set c 1865 Frederick Savage, King's Lynn*

While the debate continues, many of the pearls which could form such a collection are shipped away, many of them across the Atlantic. The Rodes Switchback, a ride which remarkably escaped conversion to electricity and is still steam-powered, was shipped to the USA recently. Down at Madame Tussaud's store at Wookey Hole the collection of wooden animals from fairground rides assembled by Lade Bangor is being kept together, but many of these items are individual components or even just animals heads from gallopers, and the rides from which they came have long since vanished.

Unless a suitable site can be found within the next year or two, it may be too late to assemble a truly representative collection of fairground relics before the last examples fall apart or are snapped up by private collections. The fairground Society has about a thousand members, many of them professional showmen, and would be keen to promote a viable scheme or indeed to know of the whereabouts of fairground material. If you can help, write to them at 40 Bernard Street, London WC1N 1LG.

#### PUBLICATIONS

'The B.P. Book of Industrial Archaeology' by Neil Cossons. David & Charles £4.95. Members of the Association whose letters to the Secretary may not have elicited a reply the same day will now know why. Well worth waiting for, and only substantial commercial sponsorship could have kept the price down to this level. 'Country Life' calls it "popular, but not too popular". Nearly half the photographs are the author's own and the extensive gazetteer of sites is probably the most comprehensive yet published. But it is much more than a "spotter's guide" and the author uses the monuments he describes as stepping stones to a fuller understanding of the whole process of industrialisation.

'Your House; the outside view' by John Prizeman. Hutchinson £2.75. A contribution to better understanding of our domestic architecture commissioned by the Blue Circle Group for E.A.H.Y. Extensively illustrated with colour photographs of vernacular features, complemented by exemplary drawings. Comprehensive discussion of building materials on a regional basis.

'Discovering Mechanical Music' T. E. Crowley, Shire Publications £0.35. Useful introduction to the subject, but unfortunately it is not always accurate, particularly in the section on gramophones. The publishers have thoughtfully provided an extensive index which adds to its usefulness.

'The Tavistock Canal'; a short history' by Carolyn Hedges. DART publications No. 16. Editor Mungo Park. Dartington Amenity Research Trust, Slimmers Bridge, Totnes, Devon TQ9 6JE. 50p, plus 10p postage. Based on extensive original research in the Devon County Records Office, but not very sound on the engineering aspects of the canal.

'Victorian London' London Transport 5p. Prepared by the Victorian Society, this pocket-sized booklet offers a number of 'town trails' in London's least spoilt Victorian areas. Perhaps the absence of even a single illustration is contrived to get the reader up and out to see for himself; but the idea of including a series of captions describing the buildings featured in David Gentleman's poster 'Victorian London' is clumsy, since the life of such posters is limited.

"Cheltenham's Ornamental Ironwork" Annina Chatwin £1.50. Available from the authoress at 6 & 7 Montpellier Street, Cheltenham GL50 1SX. Miss Chatwin's long interest in the development of Cheltenham, and in particular of its architectural ironwork, has resulted in a book with 150 illustrations at a modest price.

'Liverpool Transport' Volume 1 1830 - 1900. J. B. Horne and T. B. Maund. Extensively illustrated from original glass negatives. First of a 3 Volume set on the growth and decline of Liverpool's street tramways. Published by the Light Railway Transport League (Retail Publications Dept) 13a The Precinct, Broxbourne, Herts EN10 7HY price £6.25 incl. postage.

'New Uses for Old Buildings' edited by Sherban Cantacuzino Architectural Press Ltd., 280 pages, 8¼" x 11¼", £11.95. Expanded from an important article in 'Architectural Review' for May 1972, this extensively illustrated book looks at some seventy examples of adaptive re-use of buildings in Britain, continental Europe and the U.S.A.

Of similar interest are two modestly priced booklets in the D.O.E. 'Aspects of Conservation' series. H.M.S.O. London 50p each.

'New Life for Old Buildings' (first published 1971, second impression 1973). Commentaries on 22 case studies showing successful conversions, mainly for residential occupation.

and 'New Life for Historic Areas' 1972 Particular emphasis on the treatment given to Conservation Areas. The cleaning of Huddersfield Railway Station comes in for special comment, as do the voluntary efforts to restore Widcombe Locks in Bath and Telford Development Corporation's improvements to the landscape of the Ironbridge Gorge

'Earthmoving on Open Archaeological Sites' by Francis Pryor. Nene Valley Research Committee, Peterborough, 32 pages £0.50. First in a series of 'Nene Valley Archaeological Handbooks' edited by J. P. Wild F.S.A. Practical and authoritative advice on how to deploy the various types of mechanical earthmovers on archaeological sites, with sound advice on safety and insurance. Available from Mrs. C. Mackreth, 32 Hall Lane, Werrington, Peterborough.

#### PSEUD'S CORNER

From 'Publications' column in newsletter of Society for Industrial Archaeology (U.S.A.) March/May 1975.

"Paint Bibliography - by John Volz. Association for Preservation Technology (Apt. 2211, 400 Stewart Av., Ottawa K1N 662), 25 pages, 457 entries on the technology and cultural philosophy of paint"

#### INDUSTRIAL ARCHAEOLOGY IN MANCHESTER - PROGRESS AND CONSERVATION

Mention of the scheme for redevelopment of the Market Area, the threat to the fish market and the plans for Central Station together with the summary of Dr. R. L. Hills' report on the proposed Quarry Bark Mills Museum at Styal in a recent issue of the Bulletin (1.3), prompt me to attempt a brief review of the stage of I.A. in the City.

The revised schedule of listed buildings issued by the Department of the Environment<sup>(1)</sup> contains over thirty industrial and commercial examples, many of which are associated with the City's canal complexes. Notable inclusions are part of the Soho Iron Foundry of Peel Williams & Peel in Pollard Street although it is true to say that it is in a poor state of repair and close to the line of the proposed inner ring road scheme. A rescue operation for the crane in the forge and the gear wheels on the gable end is proposed. A serious omission, however was the absence of a cotton mill selection from those remaining in the Chorlton and Ancoats districts associated with the names of Robert Owen, The Birleys, Macintosh, James Pollard, McConnel and the Kennedy Brothers. This has now been remedied by the addition of Miller House, off Redhills Street, part of the former complex of Messrs. Adam and George Murray. Incidentally Adam Murray's memorial in Cheetham Hill Churchyard has also been incorporated in the list.

Among the items which will be affected by redevelopment proposals is the Dale Street Basin of the Rochdale Canal Company which has been a Municipal car park for some years. Agreement has been reached with the developers however, for the original three-storey stone-built warehouse of the early 1800's to be restored and re-opened as a restaurant and for the entrance archway and lodge to the basin to be conserved.<sup>(2)</sup>

The news of the decision by the Greater Manchester Council working closely with the City Council to restore the Station Building, frontage and Stationmaster's house on Liverpool Road, has been widely reported. Here is a focus for possible future development as a Transport Museum, to which one hopes it might be possible to bring the collection of trams and buses of the Manchester Transport Museum Society and possibly one or two Manchester-built locomotives (Beyer-Peacock etc.) and motor cars manufactured in Salford and Openshaw.

The surviving merchants and cloth warehouses on the south side of Piccadilly have largely retained their facades during recent conversions to hotels and offices with Watts Warehouse as the outstanding example, now cleaned and exhibiting a different architectural style on each of its floors.

Outside the city, at Astley Green on the East Lancashire Road is the winding engine house and horizontal twin winding engine which could form the basis of a Mining Museum close to a tramway junction on the Bridgewater Canal. For the time being it is to be made vandal-proof pending a decision as to its future.

Finally it might be mentioned that the 200 or more C.B.A. report cards, plans, drawings and accompanying photographs completed by members of the Manchester Region Society between 1966 and the present are being put to good use by the Planning Department and Arts Committee of the G.M.C. who have commissioned their own survey of Industrial Archaeology resources in Greater Manchester. A similar venture by Lancashire County Council planners assisted by the Society and by the Centre for N.W. Regional Studies at the University of Lancaster, is now complete and is intended to guide district conservation policies.

A. D. George  
Joint Field Secretary  
Manchester Region Industrial Archaeological Society

#### NOTES

- (1) Available in booklet form issued by Manchester City Council, under the title 'Manchester's Architectural Heritage', price 10p.
- (2) See 'Industrial Archaeology in Manchester' in INDUSTRIAL ARCHAEOLOGY November 1971.

A three year grant from the Radcliffe Trust has enabled the Ironbridge Gorge Museum to set up a Building Conservation Training Unit which will provide one year courses for craftsmen. The object of the scheme is to allow young craftsmen who are already established in an appropriate trade to extend their skills into those specialised areas of activity concerned with the conservation of buildings and, in certain cases, industrial equipment. Craftsmen on the course will work on live projects in the Ironbridge area under the supervision of the Museum Trust's own team of conservation craftsmen. A full time administrator for the training unit, Mr. Mark Pemberton, will start work with the Museum in June 1975 and the first trainee craftsmen should begin their courses shortly after this date.

The scheme will eventually become part of a much larger industrial archaeological institute which is currently being established at Ironbridge. The primary functions of this new organisation will be to carry out research on the conservation and interpretation of industrial monuments and to train people who are anxious to make a career in these fields. The existing intership exchange scheme which over the last three years has enabled a number of research students from Canada and the United States to work in Ironbridge will be further extended.

The Editor of the Bulletin is anxious for short contributions on industrial archaeological recording and conservation projects, courses and events. Contributions should not normally exceed 200 words and should preferably be typed. The Bulletin is also willing to publish members' letters, but again, please keep items as brief and to the point as possible. Write to John Robinson, Editor, AIA Bulletin, Science Museum, South Kensington, London SW7 2DD.

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AIA Bulletin is published six times a year by the Association for Industrial Archaeology. The Association was established in September 1973 to promote the study of Industrial Archaeology and encourage improved standards of recording, research and specialist survey and research groups and bodies involved in the preservation of industrial monuments, to represent the interests of Industrial Archaeology at a national level, to hold conferences and seminars, and to publish the results of research. Further details of the Association and its activities may be obtained from the Secretary, Association for Industrial Archaeology, Church Hill, Ironbridge, Telford, Salop TF8 7RE, England (095-245-3522).