



SHARDLOW CANAL PORT

At the beginning of August, the designation of the Shardlow Conservation Area was formally completed, after almost a year of negotiations. The designation was made jointly by the County Council and South Derbyshire District Council, the delay having been caused by local concern about the financial implications of designation.

The conservation area incorporates the whole of the inland canal port area, from the entry lock to the south of No. 2 Mill, to the partially silted-up cut to the east of the new canal bridge on Wilne Lane. Due regard has been shown for both the historical and architectural merits of the area, with features such as the rope walk specifically included within the designation brief.

Under the 1974 Town and Country Amenities Act, additional protection is given to unlisted buildings within conservation areas, and prevents their demolition without specific consent. In effect, this extends the protection normally afforded to listed buildings in connection with proposed demolition to all of the buildings within the conservation area boundary.

One of the key factors in the designation was the threat posed to the area by several current planning applications to demolish buildings within the proposed conservation area. The demolition of the Brewery area adjacent to The Wharf illustrated the effect of such developments upon the character of the area. At the time of writing, there are four current applications for listed building consent to demolish or alter buildings within the conservation area. These are:-

1. Application to convert No.2 Mill into flats, and to construct 22 dwellings on adjacent 1½ acres. (The building is listed Grade II*).
2. Application to demolish the Salt Warehouse (Listed, Grade II).
3. Application to demolish No.2 Store. (Listed, Grade II).
4. Application to demolish Nos. 40 and 42, The Wharf. (Listed, Grade II).

In none of the above mentioned cases has listed building consent to demolish or alter been granted by the District Council, who are the relevant Planning Authority.

At Shardlow, the main problems to be overcome are to reconcile an existing and active industrial usage with the requirements of conservation area control policy, and to find suitable new uses for those buildings which have outlived their commercial viability. This is especially urgent in the case of No.2 Mill, which is the outstanding industrial building within the Shardlow complex and No.2 Store, which is in a near-dangerous condition. Several proposals have been put forward for the adaptive re-use of the building, and for some form of residential development in land adjacent to the building, in order to meet the requirements of an existing outline permission granted for the site.

Opinion is divided as to whether the developments can be made to preserve or enhance the historical and architectural character of both the listed building and the conservation area. The idea of 20th century housing immediately adjacent to an 18th century industrial building seems incongruous, but against this must be weighed the fact that much of the character of Shardlow is generated by the juxtaposition of industrial, commercial and domestic buildings. Many of the fears concerning conservation areas stem from the misconception that such areas become static, as if affected by a negative form of planning blight.

The aim of the conservation area legislation is not to prevent change, but to ensure that those changes which take place preserve or enhance the character of the area. Change is an essential ingredient if areas such as Shardlow are to retain their vitality.

It is a hard fact of life at the moment that money is not available for schemes of preservation such as would allow Shardlow to be preserved in a completely unchanged form as a site museum. An appropriate active usage for the buildings of Shardlow has therefore to be found, if the character of the buildings and the integrity of the area are to be retained.

Enquiries and representations concerning the current planning applications at Shardlow should be addressed to the Chief Planning Officer, South Derbyshire District Council, The Poplars, Rolleston Road, Burton-upon-Trent, Staffordshire DE13 0JY.

Details of the Shardlow Conservation Area are available in a booklet produced by Derbyshire County Council. The booklet was prepared by the Design and Conservation Section of the Planning Department, which is a multi-disciplinary team dealing with all matters relating to historic buildings, and which includes an industrial archaeologist amongst its number. A limited number of these booklets are still available from the County Planning Officer, County Offices, Matlock, Derbyshire DE4 3AG.

THE TYNE AND WEAR INDUSTRIAL MONUMENTS TRUST

The Tyne and Wear Industrial Monuments Trust was formed in April 1975 as an independent Trust pledged to the promotion, protection and permanent preservation of the wide range of building, structures and machinery, large and small, that form the rich industrial heritage of the area.

The Trust Deeds empower the Trust to receive grants and donations of money, goods, services and actual monuments from any source and, as well as having its own practical restoration projects, it is able to collaborate with other like minded bodies. It can undertake recording, research work and the production of publications on its own projects and on local industrial history in general and it can arrange meetings and events, and make representations or give advice about proposals affecting anything that might be considered to be an industrial monument. Then, as the deeds put it, it can "Do all such other things as are incidental to or conducive to the attainment of the above objects or any of them". The Deeds also fix all the other necessary details about the conduct of its business in a manner appropriate to such a charitable trust, and application is being made to the Charity Commissioners for registration as a Charity.

The Chairman of the Trust is Dr. Stafford M. Linsley, Staff Tutor in Industrial Archaeology in the Department of Adult Education of the University of Newcastle Upon Tyne, and the Trustees themselves embrace a wide variety of interests, Four Independent Trustees have so far been appointed, and in respect of the three remaining vacancies a number of other people of some standing in Industry, the University, and Amenity Societies are currently considering invitations from the Trust. The formation of the Trust has been fully supported by the County Council of Tyne and Wear which is kindly assisting also with the provision of secretarial and technical services, and so a further five of the overall maximum of twelve trustees are members representing the County Council.

The functions of the Trust have been deliberately defined in a way that allows it to undertake a great variety of actions, many of which are still unforseen. The Trust is essentially an agency for getting done things that otherwise either would not or could not have been done. It will therefore particularly welcome to its membership any new groups who wish to take the initiative in new projects using the structure of the Trust as their enabling agency. There are great areas of local industrial history that are still neglected, so there is plenty of scope for new and exciting work to be tackled by anyone with a knowledge or interest in any of them. If you have such a new project in mind, then please write to the Trust with your ideas.

EAST HERRINGTON PUMPING STATION

This pumping station, built at the turn of the present century is of particular importance for its juxtaposition of an early electric pumping installation and a contemporary horse gin, and it has just been Scheduled as an Ancient Monument. The Trust has offered practical help to the Tyne and Wear County Council which is currently investigating the possibility of restoring the station and opening it to the public.

LITTLE MILL

At Little Mill in Northumberland, the Trust is acting as an advisory body working with the Northumberland Wildlife Trust and the Northumberland Conservation Corps in the preservation of the various structures and the creation of a Wildlife and Industrial Archaeology Reserve.

STUBLICK CHIMNEY

The Trust is exploring the possibility of arranging for the restoration of the old Lead Smelt Mill Chimney on Stublick Moor, Langley Mill, near Haydon Bridge, Northumberland. It is a Scheduled Ancient Monument but its condition is now deteriorating seriously, and the D.O.E. has commissioned steeplejacks' reports. The Trust is seeking to assemble the necessary finance to carry out the work which is expected to cost some £4,000 or more.

SWALWELL BRICKWORKS

Ramsay's hand-made refractory brickworks at Swalwell, now part of Adamsez, has continued to operate with little modification since the mid nineteenth century. Even the horse-drawn tubway remained horse drawn, and there is an unusual set of old kilns. Some photographic recording has been done, and some filming has been undertaken to try and capture its very special atmosphere - but only in the nick of time as it has just been closed down. Routine survey work and recording remain to be done, however.

CORBRIDGE KILNS

The Trust has been consulted by the Corbridge Village Trust about the Pottery Kilns, Milkwell Lane, Corbridge, a Scheduled Ancient Monument but suffering from the intrusion of vegetation and the collapse of a lintel. A grant is on offer from the D.O.E., but the remaining money must be found and more fundamental questions about the future resolved.

BOWES RAILWAY

The Bowes Railway is part of what was once an extensive system of waggonways and railways developed to carry coal to the River Tyne for shipment from the collieries of the south Tyne and Wear and north Durham areas. The portion of this line between Kibblesworth Colliery and Leam Lane Estate ceased operation in October 1974, due to the closure of Kibblesworth Colliery, and it includes the most important parts of the original 1826 section designed by Stephenson which runs from the former Mount Moor Colliery to the staiths at Jarrow.

This original section was, in fact, Stephenson's third major railway. The first was the Hetton-le-Hole to Sunderland railway of 1822, on the success of which he obtained the second commission for the better known contemporary of the Bowes, the Stockton and Darlington Railway of 1825, now celebrating its 150th Anniversary. Whilst little of the Hetton Railway remains and the surviving parts of the Stockton and Darlington have been modernised within the mainstream of railway development, the technology of operation of the Bowes has remained virtually unchanged since its original opening. It is now the last surviving railway to combine on the same line all the three forms of motive power of Locomotives, Stationary Haulage Engines, and a Self-Acting Gravity Incline. The only significant changes have been in the substitution of electric haulage motors and diesel locomotives where both were originally steam.

The technology of cable operated railway inclines had developed to a peak of sophistication in this first quarter of the nineteenth century, and, in surviving without modification, a highly personalised and inventive tradition of maintenance and repair work has grown around the railway. Much of this work, including waggon building, chain making, haulage rope capping wheel turning, and a host of other metal work and carpentry tasks, was carried out in the workshops at Springwell. These workshops remain largely complete in their contents of lathes, machines and tools, including various purpose built devices, and the buildings themselves are those of the former Springwell Colliery which was developed contemporarily to the railway itself.

The sinking of Springwell Colliery was completed in early 1824, and the colliery buildings date back to this time. The portion on the western side of the tracks and now forming the Engineering Works consists of ranges of single storey buildings around two courtyards but with a two storey block for the hay-loft between them. As such it is the last remaining stone-built colliery complex of the courtyard type. Of particular interest in these workshops is an early wheel turning lathe of 7'6" diameter, and remains of the railway tracks along which the wheels were delivered can still be seen. On the eastern side of the tracks the Waggon Shops building is of particular interest, having unusually thick and buttressed walls. This structure was built as a coal bunker for the colliery, and, although the adjacent headstock has gone, the doors through which the linking conveyor passed do still remain.

In August 1974, application was made to Tyne and Wear County Council for a grant towards the making of a film of the railway before its closure on October 4th that year. The grant was duly given, and the Council also decided to investigate the possibility of preserving a section of the Railway as an Industrial Archaeological Monument. At a meeting of interested parties on 14th November, 1974 the Council's draft proposals were found to be generally agreeable, and it has continued with the scheme on that basis. It was agreed that an independent Trust should be formed to work in partnership with the Council in the future Management and Operation of the preservation project, and that this would act as the agency by which enthusiasts and voluntary groups could work with its own members in carrying out the major proportion of the restoration work and in introducing other related projects to the site. The Tyne and Wear Industrial Monuments Trust has thus been formed, but it has a much wider brief enabling it to undertake all sorts of projects concerned with the area's rich industrial heritage. It is to be hoped that through this partnership of County Council and Trust the project will develop into a major centre for Industrial Railway enthusiasts in the region.

The County Council is now finalising the negotiations for the purchase from the National Coal Board of the complete railway (i.e. including all track and equipment, haulage engines, cable and pulleys, trackside furniture and ancillary machinery, all in situ) between its bridge over the former Pelaw Main Waggonway just west of the site of the Mount Moor Colliery (Black Fell) to a point just below the head of the Springwell Gravity Incline, north east of the Springwell Colliery site; a distance of some 1¼ miles. Along with this a representative selection of waggons from the railway is being preserved. The Council is also negotiating to purchase the other parts of the railway land between Kibblesworth and Monkton and the intention is that the formation of the trackbed of the railway there will be preserved, along with various items of the ancillary furniture and buildings, and developed as some form of country walk or industrial archaeological trail. The workshop buildings of the former Springwell Colliery complex are, however, in separate private ownership at present, and merely leased to the N.C.B.

The new era of the railway began for real on 19th April, 1975, with the first steaming of a privately owned locomotive introduced to the site by a previous informal arrangement with the N.C.B. This 0-6-0 Austerity Tank Loco is of a type once familiar on the line, and it has already provoked much interest amongst the local enthusiasts and ex-colliery workers, and also the children for whom such a machine is a complete novelty. Much needs to be done in the way of control of weeds, repainting of gates, repair of fences, greasing of machinery, etc., and to show such a positive presence on site will do much to provoke further interest and deter vandalism. New members are welcome to join in this work which will commence just as soon as access permission is granted, and then the winter could be the opportunity to organise a 150th Anniversary Opening Rally for 1976, dare we hope?

FULWELL WINDMILL

Fulwell Windmill is one of Sunderland's best known landmarks. It is situated on a high point in the area to collect the full force of the prevailing southwest and northeast winds and stands as a prominent landmark to passing ships in the North Sea. Of nearly one hundred windmills that existed in the North East in the nineteenth century, only four now have substantial remains, and Fulwell is by far the most complete windmill in the east coast between the Firth of Forth and Beverley in Yorkshire.

The Mill is basically of the "Tower" Type. It consists of a fixed stone tower containing the machinery, surmounted by a small wooden cap carrying the sails, windshaft and brake wheel, which was turned to face the wind by means of a fantail. A cylindrical base to the mill forms the reefing stage from which the sails could be repaired or reduced in area, but Fulwell Mill is unusual in that this is built of stone and is part of the construction of the mill itself, rather than being of wood and cantilevered out from the main tower.

The Mill was built of magnesian limestone from nearby quarries in 1821 on the site of a much older mill and it was owned by a man named Swan. In the 1880's it was leased to a farmer called Moody, whose land was adjacent to the Mill. In 1905 a gas engine was installed, and this did much of the milling after that date; although wind power, being free, was still used when possible. Operations ceased in 1949 and the structure came into the possession of the Sunderland Corporation in 1951. Some restoration work was later carried out by the Corporation in 1954-5. The cap and sails were replaced, but the sail shutters were not, for safety reasons, and similarly the fantail blades and drive gear were not reinstated. For protection against vandalism, all openings were blocked except for a small iron entry door on the reefing stage.

Internally, the ground floor housed the gas engine of which nothing remains. The first floor contains a derelict dressing machine and a small office with fire place. The second floor houses the millstone drive and control gear as well as a free standing pearl barley machine, and the third floor has two pairs of millstones, but their associated grain feed equipment is missing. The fourth floor is empty and was used for storage only. The fifth floor gives access to the cap which houses the windshaft and main drive gear, plus the curb arrangement on which the cap rotates.

The base and tower are in good structural order, but the porous nature of the limestone combined with the absence (until very recently) of any through ventilation has resulted in a very damp and now badly infected interior. All extant woodwork needs careful checking and subsequent treatment or replacement, and all the main beam ends need to be cleaned out, examined and reinforced where necessary. Floor joists and boards need to be replaced and traditional stairways reinstated. Vandal proof doors and windows need to be fitted, adhering as closely as possible to traditional styles, and the ground floor door needs to be reinstated, with some means of permanent ventilation.

Much of the work can be carried out by volunteers, and indeed this has already commenced. Some window and door openings have been opened up and already the mill is drying out. Meanwhile much of the machinery will have to be put in order, with missing parts acquired from mill conversions of demolitions. The fantail blades and drive will require professional millwright attention, as will the sails.

The restored mill might be further modified to provide display areas at the ground and first floor levels. Above these levels the mill would be presented as a fully restored windmill, capable of being worked, and opened to the general public on summer weekends or other times by arrangement. Estimated capital costs for complete restoration are £8,000, and a grant of one half of this sum has been promised by the Tyne and Wear County Council. The Tyne Wear Industrial Monuments Trust is now formalising the lease arrangements with the Sunderland Borough Council having obtained permission to commence work, and additional volunteers and offers of support would be most welcome.

HERON CORN MILL

A new trust has been set up to preserve Heron Mill which stands on the River Bela in South Lakeland, one mile south of Milnthorpe and 300 yards from the A6 London - Carlisle road at the north end of the Village of Beetham (SD 496799). The mill is claimed as one of the best surviving examples still possessing its original machinery. The present building, dating from about 1750 has a 14 ft diameter x 5 ft 9 in wide, overshot waterwheel driving four pairs of millstones. A smaller waterwheel, still in existence, drove an electric generator. In the region of £30,000 is required to put the mill into full operating condition. Donations to and further details from Miss P.E. Farren, Hon. Secretary, Heron Corn Mill - Beetham Trust, Waterhouse Mills, Beetham, Milnthorpe, Cumbria, LA7 7BR.

STRAY CARTS' HOME

Collectors of esoteric industrial archaeological (?) organisations may care to add the following to their list. Set up specifically to preserve historic handcarts, De Nederlandse Handkarren Stichting has amongst its collections a number of British examples presumably exported to the Netherlands in the days before petrol shortages were considered a real threat. Although most are preserved as static exhibits it is rumoured that several have been seen on recent Sundays back at work. Further details from: De Nederlandse Handkarren Stichting, J. G. 't Mannetje, Nw. Uilenburgerstraat 91, Amsterdam, Holland.

The Butterley Company, 1790-1830, by Philip Riden, published by the author, 18 Mill Lane, Wingerworth, Chesterfield, 1973, pp 63, map, £1.00 post free.

The links between iron smelting and engineering were particularly strong during the classic Industrial Revolution period. The Butterley Company was one of the more successful firms in this field, and this account, based largely on manuscript sources, is well worth having. It is based on an undergraduate dissertation, and has some of the characteristics of the species, including a somewhat pretentious introduction in which scientific jargon and classical quotation appear without translation. Nonetheless Mr. Riden has done a competent job in disentangling the various threads of the company's activities, and sheds some light on byways of technical history. Particularly interesting to the reviewer was the link between William Jessop and John Smeaton which may account for Jessop's adoption of the flanged rail in tramway constructions.

One point which calls for comment is Mr. Riden's statement, with reference to the 1813 valuation of the company, that "Butterley at this time was essentially an ironworking concern, with over 50 per cent of fixed capital and comparatively little in mining". The difference in fixed capital accounting between mining and metallurgical processes must explain this, as, according to appendix III, each ton of iron made in 1810-11 required a total of about 12½ tons of mined material.

On the production side, it is a pity that the double-column, large page format was chosen, as it makes the work difficult to read. The section of 1835 Sanderson Map included is excellent, but it would have been helpful to have had a more specific map as a key to the quite complicated geography of the area, particularly as the author concludes that the transport geography of the area was a significant factor in the development of the firm.

Minor criticisms apart, this is a creditable piece of work, and a valuable addition to the literature on the iron industry during the Industrial Revolution.

University of Strathclyde

John R. Hume

Local History Research and Writing, by David Iredale, ELM-FIELD PRESS, 1974, £4.90.

Twenty years and more since Professor Finberg's inaugural address at Leicester marked the great renaissance in academic local history, the how-to-do-it books are still coming out. The writings of Finberg and of Hoskins are now themselves classics in the genre, and others have presented the subject in various specialised ways and for various diversified audiences. The hand-books of the standing Conference for Local History have catered both for the amateur and for the specialist research-worker. Why, therefore do we have to have another one? David Iredale has a personal record that has embraced both work as an archivist and contributions to the Discovering . . . series. He has drawn upon both these aspects of his experience in compiling the present guide and has illuminated his text by amusing little anecdotes of his work with archive-readers and with members of research groups. After an opening chapter on local history in general and another on research and writing, Mr. Iredale goes on to discuss library work, fieldwork, use of archives, maps and different types of administrative record. He ends up with two address lists directing the enquirer to the main centres of archaeological and historical information.

But it has all been done before - more eruditely and more fully. This new publication is aimed very much at the sheer and absolute beginner who starts off without any idea at all about what his task should be or how to set about it and whose objective is surely only to satisfy his own curiosity about his neighbourhood. For who else could endure repeatedly to have Mr. Iredale's own note-taking system continually explained or to be told the value of using quarto-paper, pencil and eraser in drafting the text of one's 'local history'? The type of reader is nicely adumbrated in the midst of a somewhat Chaucerian description of the archivist at work: 'The archivist', we are told, 'will always help choose a subject for study'.

One other point must be made - indeed it has been made in criticism of so many other local histories purporting to speak for all Britain. They don't! The texts are written with the English Worker in view and in disregard, purposeful or from ignorance, of the completely different administrative history and documentary material that is applicable in Scotland. Sadly this comment still holds good - where does Mr. Iredale speak of the centralisation in Edinburgh of the Scottish Parish Registers or where could the potential researcher north of the Border be reminded of the invaluable Statistical Accounts? 'My Book', says the author in his second chapter, 'claims to advise the historian how to write local history. In a sense it cannot do this so it is essential to confess as much at the outset'. - All right!
University of Edinburgh B. C. Skinner

HUMBER KEEL AND SLOOP PRESERVATION SOCIETY LTD

The River Humber and its associated waterways were among the last strongholds of working sail in Britain. Historically among the most significant of all European sailing craft, the square-rigged Keels sailed on canals and rivers into the heart of Yorkshire and Lincolnshire; the gaff-rigged sloops traded in large numbers on the Estuary and around the coast.

With help from the Science Museum and the Maritime Trust, the Humber Keel and Sloop Preservation Society has acquired the Keel 'Comrade'. 'Comrade' was built of steel in 1923, and before her motorisation in the 1930's she traded under the square sail, carrying coal from the West Riding with return loads from the Humber ports. Work is now in progress on restoring her to her original sailing condition, with much of the labour provided by their own Members. Meanwhile, the Society's Sloop Sub-Committee, composed mainly of Members living South of the Humber, is working towards the acquisition of one of the remaining Humber Sloops.

The Society plans to sail its vessels regularly, and thus to preserve not only the ships, but the skills and traditions associated with them. They will be placed on view to the public, and will visit towns in Yorkshire, Nottinghamshire and Lincolnshire carrying historical displays and exhibitions. It is planned to use them in connection with educational projects, and to enable young people to gain practical experience of life in the days of sail.

Membership of the society offers the opportunity to participate in an exciting and worthwhile project. The subscription is £1.00 per year, with a 50% reduction for those under 18. For an initial donation of £10.00, (subsequently paying the normal subscription), you may become a Founder Member. Further information is available from the Secretary, Mr. C. C. Lodge, or from Mr. L. G. Reid, 33 Portland Street, Newark, Notts.

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MEMBERSHIP MATTERS

As the cost of postage has once again risen, it has been decided to send only one copy of the Bulletin to husband and wife members rather than two. If any married couples object to this please contact the secretary.

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).