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NEW ENTERPRISES

Bob Turner, proprietor of 'Brummagem Trip Boats' who runs charter, educational and public trips from Sherborne Street wharf in **Birmingham** has recently taken over the lease of the Canal Shop and Information Centre at 2 Kingston Row near the centre of Birmingham. While continuing to stock books on canal matters, he proposes to extend his coverage to include natural history, railways and all aspects of industrial archaeology. Himself a member of the Association, Bob is prepared to offer a 10% discount on all purchases of books prints and souvenirs to AIA members. The address of the Centre is 2 Kingston Row, Birmingham BN1 1NU and the telephone number is 021-236-2645.

One compensation for the sinking pound is the fact that more and more overseas visitors are now able to savour at first hand our wealth of tourist attractions. Among ourselves we may take our industrial archaeological treasures for granted; but it is not until one meets people from other European countries and realises how much of what they once had has been swept away by war or neglect, that the realisation emerges that Britain is to industrial archaeology what Italy is to Renaissance art; we have incomparably the best range of sites to offer. **Swan Hellenic Tours**, who have for many years offered lavishly-organised 'special interests' tours all over the world usually accompanied by well-qualified guide-lecturers, are now offering a 10-day tour of England and Wales devoted to industrial archaeology aimed at overseas visitors and priced at £275. The guide-lecturer in this case is Gordon Payne, chartered engineer and fuel technologist and author of 'A Field Guide to the Industrial Archaeology of Surrey' to be published shortly by Phillimore.

In **Bristol** the City Corporation is promoting new interim uses for the City Docks, largely engineered by I K Brunel and Jessop. Among the recreational uses for which tenders are being invited is the provision of two floating restaurants, to be housed in historic ships. One of the sites is in Cumberland Basin, with views of the Clifton Suspension Bridge, and can accommodate a vessel of up to 120 ft long. The other site is at the end of St Augustine's Reach close to where Bush's early 19th century tea warehouse has recently been successfully converted to house an art gallery, restaurants and suites of small offices. In this case a vessel of up to 270 ft long is sought. How sad it is to recall that, less than 10 years ago, but before the present belated surge of civic concern for the historic features of the docks, the White Funnel paddle steamer *Bristol Queen* was offered to the Corporation for a similar use but was towed away and broken up when terms could not be agreed for her use as a restaurant.

Waterworks pumping stations continue to offer themselves for conversions to museums of working steam. At **Hove** the Goldstone Pumping Station has been undergoing such a metamorphosis during the past two years. The station was built in 1866 to supply the Brighton district with water. The original compound rotative beam engine by Easton and Anderson, installed when the station was built, still survives as does a similar engine by the same maker installed ten years later to meet increased demand. Some years ago Brighton Corporation relinquished responsibility for the station to the Southern Water Authority. Jonathan Minns, a London engineer and consultant to Christie's on engineering relics, set about reversing the decline in the station's condition which inevitably followed the stopping of the steam engines. A Grade II listing was obtained for the building, partly on the merits of the unusual polychrome brick. The 1875 beam engine was restored to steaming order. Having obtained a lease on the building from the Southern Water Authority, Minns moved in a number of

important items from his own collection of engineering treasures, including items by Watt, Trevithick, Maudslay, Hackworth and the Stephensons. A new lavatory block has been built to match the existing brick buildings and the coal store is being converted into a 5,600 sq ft exhibition hall. On October 26 the new enterprise opened its doors as the Brighton and Hove Engineerium. The museum is open every day from 10.00-16.30, and some of the engines are in steam every weekend. The general theme of the display is the development of the reciprocating steam engine; among the items to be seen are the engine which first generated electrical power for the Crystal Palace, and another generating set which won a prize at the 1889 Paris Exhibition. To keep alive the skills associated with making and maintaining such machinery, up to ten apprentices a year will be accepted for a comprehensive engineering course, combining practical skills in metalwork with an appreciation of the historical forces shaping the development of engineering practice. A six-week course is offered, and the first trainees are expected to begin in January 1977. Among their first jobs is the restoration of the 1865 Easton and Anderson beam engine, parts of which were lost during the time the station was disused. Major benefactors to date include the Southern Water Authority, the Historic Buildings Council and Christie's, who will hold their thrice-yearly sales of engineering material at the Engineerium rather than at their London salerooms. Admission: Adults 40p. Children and OAP 15p. Further details from Brighton (0273) 559583.

South Yorkshire County Council has recently opened as a museum the water-powered cornmill at **Worsbrough**, south of Barnsley. The present mill building is thought to date from 1625. A Hornsby oil engine of 1911 has been installed to replace the 19th century steam engine which supplemented the water power when the demand for flour outstripped the existing capacity of the mill. An interpretive centre nearby helps visitors to understand the history and working of the mill. There were more than four hundred applicants (including two from Fiji!) when the post of curator was advertised two years ago, and a high standard has been achieved in restoring the mill from near-dereliction. A well-designed A3 leaflet provides just enough information for the visitor to understand it all as he goes around, with the aid of excellent artwork.

Waterways Bookshop Ltd. is the name of a new venture dealing exclusively in canal literature and aiming to co-ordinate through a single channel related service such as painted canal ware, photographs, trips and hire boat services and other facilities at present only available from different sources. An associated enterprise, Canal Bookshop Ltd, will deal in second-hand materials. A long lease on the BWB workshop at Claydon on the Oxford Canal has been negotiated, and eight other shop sites are under consideration. Further information from Michael Hanford, 52 Park Street, Bristol BS1 5JN.

AVONCROFT MUSEUM'S ANNUAL CONFERENCE

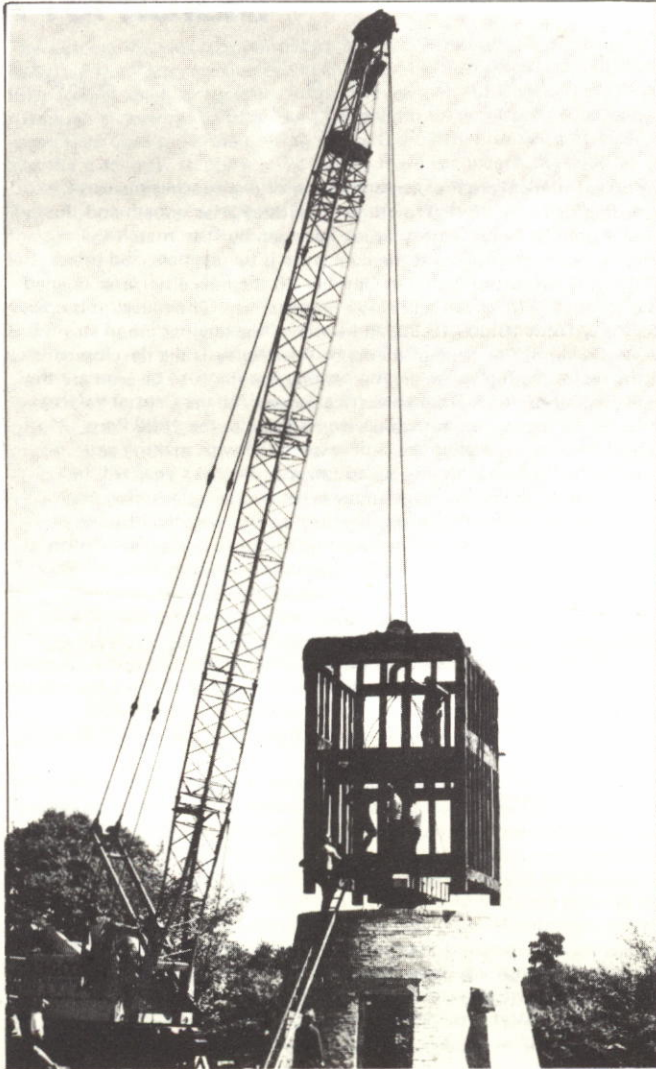
The Museum's Annual Weekend Conference will be held from 1-3 April 1977 at North Worcestershire College, Bromsgrove. This year's subject, 'English Windmills and Windmilling', is particularly appropriate since the official opening of Avoncroft's own windmill coincides with the first day of the conference.

This post mill was rescued from Danzey Green near Tanworth in Arden in Warwickshire and has been re-erected and restored to full working order at the Museum. Wind and weather permitting, the mill will be sailed to grind corn during the conference for the first time since its restoration at Avoncroft Museum, after standing idle and decaying for

about a hundred years.

Speakers at the conference will include Bill Heathershaw, miller of North Leverton Mill; Kenneth Major, Hon. Treasurer and Secretary of the International Molinological Society; Vincent Pargeter, millwright to Essex County Council; Geoffrey Pontin, joint founder and present Director of the Wind Energy Supply Co. Ltd; John Sass, Hon. Secretary of the Wrawby Post-Mill Preservation Trust; and Rex Wailes, consultant to the Industrial Monuments Survey and Hon. Technical Adviser to the Wind and Watermills Section of S.P.A.B.

The conference is open to both residents (£19.50 inclusive) and non-residents. Further details can be obtained from Avoncroft Museum of Buildings, Stoke Heath, Bromsgrove, telephone Bromsgrove 31363.



Danzey Green post mill during restoration

PUBLIC RECORD OFFICE MOVE TO KEW

It is now expected that the removal of records to the new headquarters building of the Public Record Office at RUSKIN AVENUE, KEW, will begin during May 1977. The move of over two and a half million documents will take about six months to complete; and if no unforeseen delays occur the Search Rooms at Kew will be open in October 1977.

Until the Search Rooms at Kew are opened documents which have been moved there may be requisitioned, and will be brought back and produced with as little delay as possible in the Search Rooms at Chancery Lane and Portugal Street. Notices will be posted in the Search Rooms giving up-to-date information about availability of records during the move.

Records stored at Ashridge and at Porchester Road (British Transport Historical Records) will be moved first; and the Search Rooms there will be closed from the beginning of the move, and will not reopen.

Search Rooms in Chancery Lane and Portugal Street will be closed for about four weeks (probably beginning some time in September immediately preceding the opening at Kew. At the end of this closure period the Search Rooms in Chancery Lane will reopen for readers wishing to see documents stored there. Portugal Street will not reopen, except for the Census Room, which will remain there for a short time until facilities are made available in Chancery Lane for records at present seen there. The Search Rooms at Kew and Chancery Lane will NOT, however, be closed for the annual stocktaking which was due to take place during the last week of September and the first week of October 1977.

Records which will be stored at Kew and Chancery Lane, respectively, are listed on the following pages. After the Search Rooms at Kew are opened records will be made available to readers only in the building in which they are stored.

READERS PLANNING A VISIT TO THE PRO DURING 1977 ARE ADVISED TO WRITE OR TELEPHONE (01-405 0741 Extn. 277) FOR UP-TO-DATE INFORMATION ABOUT THE MOVE AND THE AVAILABILITY OF RECORDS THEY WANT TO USE.

RECORD GROUPS AT KEW

Admiralty (ADM)
Agriculture, Fisheries & Food, Ministry of (MAF)
Air Ministry (AIR)
Aviation, Ministry of (AVIA)
British Railways Board (AN)
Cabinet Office (CAB)
Captured enemy documents (GFM)
Civil Service Commission (CSC)
Civil Service Department (BA)
Civil Service Pay Research Unit (CSPR)
Colonial Office (CO)
Commonwealth Relations Office (DO)
Countryside Commission (COU)
Crown Agents for Oversea Governments & Administration (CAOG)
Custom & Excise, Board of (CUST)
Defence, Ministry of (DEFE)
Development Commission (D)
Education & Science, Department of (ED)
Environment, Department of the (AT)
Exchequer and Audit Department (AO)
Export Credits Guarantee Department (ECG)
Foreign Office (FO)
Forestry Commission (F)
Forfeited Estates, Commissioners of (FEC)
Friendly Societies, Registry of (FS)
General Register Office (RG) except Census Returns and Non-Parochial Registers and Records
Government Actuary's Department (ACT)
Health, Ministry of (MH)
Historical Manuscripts Commission (HMC)
Home Office (HO) except Census Returns (HO 107)
Housing & Local Government, Ministry of (HLG)
Information, Central Office of (INF)
Inland Revenue Office (IR) except Estate Duty Registers IR 26 and 27
Irish Sailors' & Soldiers' Land Trust (AP)
Iron & Steel Board (BE)
Labour, Ministry of (LAB)
Land Registry (LAR)
Lands Tribunal (LT)
Law Commission (BC)
Local Government Boundary Commission for England (AX)
Location of Offices Bureau (AH)
Lord Chancellor's Office (LCO)
Meteorological Office (BJ)
Metropolitan Police Offices (MEPO)
Monuments, Ancient & Historic in Wales & Monmouthshire, Royal Commission on (MONW)
Monuments, Historic (England), Royal Commission on (AE)
Munitions, Ministry of (MUN)
National Assistance Board (AST)
National Coal Board (COAL)
National Debt Office (NDO)
National Incomes Commission (NICO)
National Insurance Audit Department (NIA)
National Savings, Department for (NSC)
National Service, Ministry of (NATS)
Ordnance Survey Department (OS)
Overseas Development, Ministry of (OD)
Parliamentary Boundary Commissions (AF)
Paymaster General's Office (PMG)
Pensions & National Insurance, Ministry of (PIN)

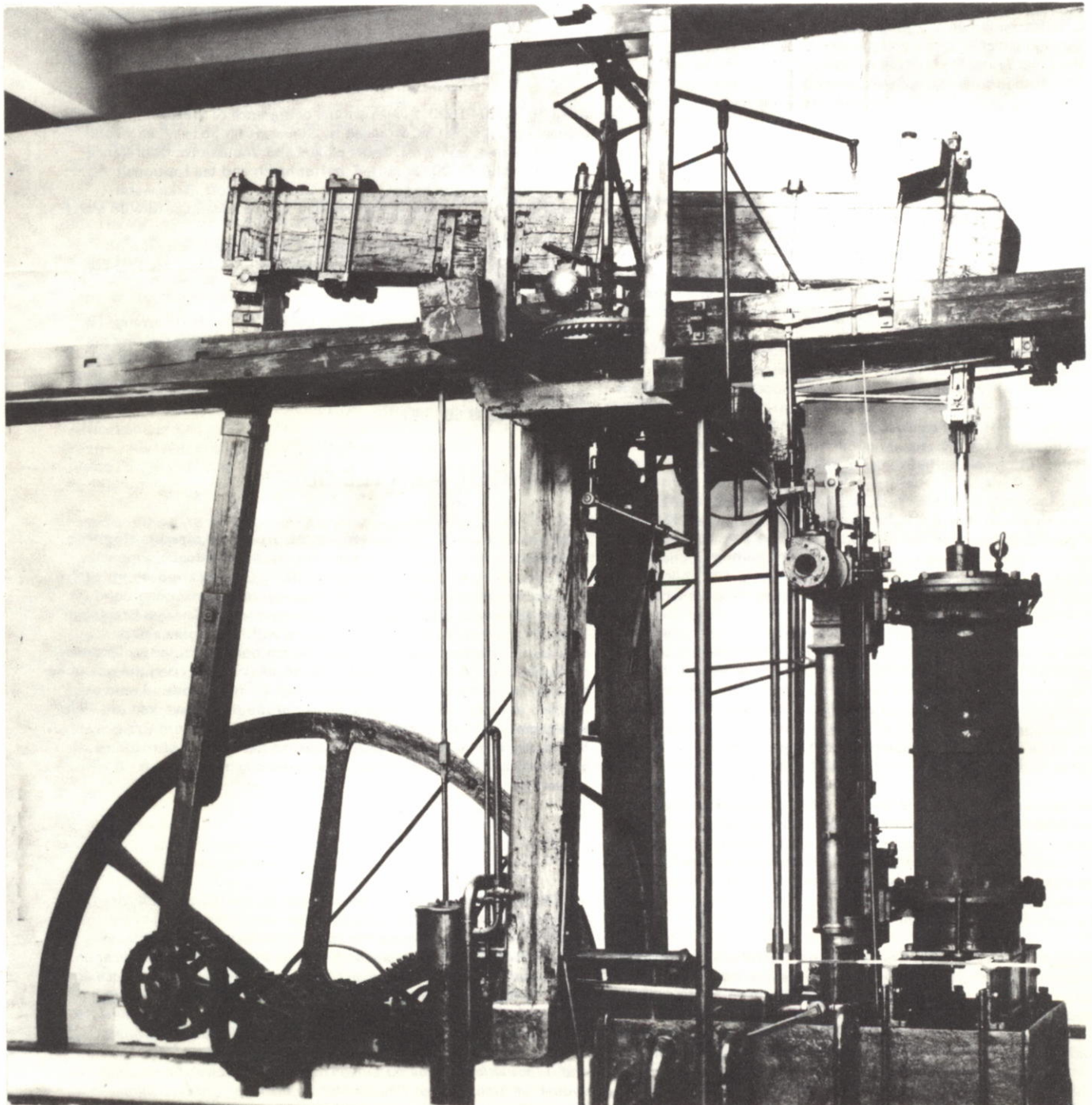
Pensions Appeal Tribunal (BF)
Power, Ministry of (POWE)
Prime Minister's Office (PREM)
Prison Commission (PCOM)
Privy Purse Office (PP)
Public Building & Works, Ministry of (WORKS)
Public Record Office (PRO) except certain PRO 30 classes
Public Trustee Office (PT)
Public Works Loan Board (PWLB)
Construction, Ministry of (RECO)
Research Institutes (AY)
Royal Mint (MINT)
Scientific & Industrial Research, Department of (DSIR)
Stationery Office (STAT)
Supply, Ministry of (SUPP)
Tithe Redemption Commission (TITH)
Trade, Board of (BT)
Transport, Ministry of (MT)
Treasury (T)
United Kingdom Atomic Energy Authority (AB)
University Grants Committee (UGC)
Wallace Collection (AR)
War Office (WO)
Welsh Office (BD)

WEBSTER'S ROPERY, SUNDERLAND

Mention was made in **Bulletin 3.3** of Webster's Ropery in the Deptford area of Sunderland, which survives as the oldest factory building in Sunderland, having been built in approximately 1797

This has prompted John Kanefsky of the Department of Economic History, University of Exeter, Exeter EX4 4RJ, to point out that the building is also significant in having housed the first steam engine known to have been installed in a ropeworks. The **Boulton and Watt Engine Book** in Birmingham City Library records (pp 46-7) that Messrs. John Grimshaw, Rowland Webster, Ralph Mills and Michael Scarth ordered a 16 hp sun and planet engine from Boulton and Watt in 1795, and presumably this started work, at Webster's Ropery in 1797. In collaboration with Dr. John Robey of the Moorland Publishing Company, John Kanefsky has compiled a list of more than 2,000 eighteenth century steam engines, and this list includes only one other application of steam power in a ropeworks during the eighteenth century; this was an 8 hp sun and planet engine, also by Boulton and Watt, ordered in 1799 for W and G Chapman's Rope Manufactory, Newcastle on Tyne.

The sun and planet gear was originally devised by Watt as an alternative



to the simpler and more familiar crank, which James Pickard had shrewdly patented in 1780. But Watt's firm continued to apply his elegant solution even after Pickard's patent expired in 1794, and went on building sun and planet engines until 1802. John Kanefsky has found one other mention in the Boulton and Watt Engine Book of a steam engine employed in a ropeworks; this was ordered in July 1800 by Huddart and Company for use in the Patent Ropery, Limehouse, London, and was a crank engine of 14 hp.

Our photograph shows a sun and planet engine supplied by Boulton and Watt in 1797 for a chemical works in London, from where it was removed to the Science Museum in 1885. (Crown copyright).

CONCERN FOR CONSERVATION AREAS

The Association was represented by Michael Robbins at a meeting called by the Victorian Society in October 1976 to discuss the role of the national amenity societies in the management of Conservation Areas. Although an average of 500 new Conservation Areas have been designated each year since the passing of the Civic Amenities Act of 1967, and the total now stands at over 3,800, there is concern that not all Local Authorities are exercising their powers under the Act. In England there is a marked geographical bias towards the South-East, and 40% of the total designations for England are in this area. Shropshire is particularly badly represented.

One reason for the calling of this meeting, chaired by Professor H J Dyos, Leicester University's Professor of Urban History, was to explore ways in which voluntary organisations such as the Georgian Group, the Civic Trust, the Victorian Society, the SPAB and the AIA might co-operate in getting the Act implemented. Lack of funds and of expertise among some Local Authorities was put forward as one explanation for the lack of progress to date in some areas; twenty District Councils in England had still designated no areas at all. There was also confusion as to grading, and the meeting agreed that the term 'outstanding' should only be applied to conservation areas which were just that. It was hoped that Local Authorities would be offered guidance on what merited 'outstanding' status. Where Local Authorities were reluctant to exercise their power at all, it was felt that persuasion by example would be more effective than the heavy hand of compulsion, for experience has shown that the appreciation of capital values in areas where improvements had been carried out were out of all proportion to the costs of repairing the buildings.

The meeting also heard of the particular problems of preserving complexes of industrial structures; in general they must earn their living if they are to survive, even if they have undoubted Conservation Area status, for a community can seldom be expected to maintain a building for its historical associations alone, and in the long term new uses must be found for historic industrial buildings (many of which occupy land with high alternative use value) if they are to survive.

A variety of possible sources of assistance was mentioned; the Civic Trust's Architectural Heritage Fund has £150,000 available for the current year, to be spent on the restoration and re-sale of individual buildings on a revolving fund basis. The Historic Building Council for England has an annual allocation of £1.5 million for grants towards repair and maintenance of buildings of 'outstanding' interest with corresponding sums of £225,000 and £107,500 for Scotland and Wales. Outstanding Conservation Areas in England have attracted an additional allocation of £1 million for England, with Scotland and Wales getting £100,000 and £50,000 respectively. The English Tourist Board has powers to make grants for building restoration and development where they will help to generate tourism, but these are confined to the Development Areas (part of North Yorkshire, Cleveland, Durham, Tyne and Wear, Northumberland, Cumbria, most of Merseyside, Skelmersdale, most of Cornwall and North Devon).

Help will also be available in the form of 100% grants under the Job Creation Scheme to pay the salaries of qualified architects who might be engaged by local Authorities to work on conservation schemes and the DoE would inform Local Authorities of this facility. The Training Services Agency, part of the same Job Creation Scheme, could also finance architectural students working on such projects when gaining practical experience during their academic training.

As a result of the meeting, the English Tourist Board will be consulted over the possibility of grant-aid for restoring historic buildings, especially warehouses suitable for conversion to low-cost tourist accommodation. This would of course be confined to Development Areas. The AIA will also be producing a short list of major industrial complexes, including artisan housing, which will be sent to Local Authorities, the DoE and the English Tourist Board, accompanied by recommendations for conservation techniques and management schemes. It is hoped that a joint working Party will be set up to look further

into the problems of looking after conservation areas; among its immediate aims will be planning a two-day conference on how, where and why conservation works, and setting up a television programme on 'Let's Make a Conservation Area'.

EVENTS

Until 1 April. Monday–Friday 1100–1700, Saturday 1030–1230. Exhibition 'Off the Rails' arranged by SAVE Britain's Heritage Campaign at Heinz Gallery, RIBA, 21 Portman Square, London W1. Draws attention to the threat to the many scheduled, listed and otherwise distinguished buildings in the care of British Rail.

March 19, 1000–1700. One day Symposium at Department of History of Science and Technology, Imperial College, Exhibition Road, London SW7 on 'History of Technology: Aims and Expectations'. Speakers include Dr Angus Buchanan, Prof A W Skempton, Prof Jack Simmons. To be held in Lecture Theatre A, Sheffield Building. No registration fee, no refreshments.

March 20. Half day meeting of Cleveland Industrial Archaeology Society at Loftus, North Yorks. Skinnigrove and its Neighbourhood. Talks on ironstone mining, iron & steel making and associated railways. Details from D M Tomlin, 13 Albert Road, Church Lane, Eston, Middlesbrough, Cleveland TS6 9QN.

Until 17 April. Exhibition commemorating bicentenary of Richmond Bridge, Richmond on Thames, at Orleans House Gallery, Twickenham Tuesday – Saturday 1300–1630, Sunday 1400–1630, closed Monday Monday. Booklet 75p, postcards also available.

April 16. 0930–1630. Eighth annual conference of Western industrial archaeological societies, arranged by Somerset IA Society, at Strode Theatre, Street, Somerset. Short papers and discussions. Conference fee £1.00, plus £1.00 for coffee, buffet lunch and tea (optional). Details from C A Buchanan, 2 Blake Green, Ashcott, Bridgwater, Somerset TA7 9QF, telephone 045 821 566, bookings before 28 March.

April 1–3. Annual weekend conference at Avoncroft Museum of Buildings 'English Windmills and Windmilling'. Resident fee £19.50. Details elsewhere in Bulletin.

The Area Museum Service for South Eastern England has arranged a series of one-day seminars, on various preservation topics during the Spring. The fee in each case is £8 (£4 for members of the South East Area Museums Service). Further details from Carole Savory, AMSSEE, 34 Burners Lane, Kiln Farm, Milton Keynes MK11 3DA.. Telephone 0908 563 997.

PASSING OF A LITTLE QUEEN

1976 proved to be the last season for the Broadland pleasure steamer *Queen of the Broads* a familiar sight for visitors to Great Yarmouth. Built of steel by Crittens of Cobholm Island, Great Yarmouth in 1889 she was lengthened in 1896, while retaining the original compound steam engine with Stephenson link gear installed by Thomas Bradley in 1889. The surface condenser was integral with the engine's back columns. The return tube single flue Scotch boiler installed by Dodman's of King's Lynn in 1912 also gave yeoman service and lasted the rest of her life. In her latter configuration she was 69 ft long overall, and was licensed to carry 180 passengers. *Queen of the Broads* worked the 1976 season carrying holidaymakers on a variety of routes from Great Yarmouth, but her owners have decided to replace her with a fibre-glass waterbus. The 87-year old veteran is being broken up at Lowestoft.

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, publication and conservation. It aims to assist and support regional and specialist survey and research groups and bodies involved in the preservation of industrial monuments, to represent the interest 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).