

MEMBERSHIP MATTERS

would all those Members who have not yet renewed their subscriptions for this year, please send them as soon as possible to the Membership Secretary, AIA, The Wharfage, Ironbridge, Telford, Salop. It is hoped that this year there will be no need for membership subscription reminders and as this will help the finances of the Society we trust that your subscription renewal will be forthcoming.

SUMMER SCHOOL IN MANCHESTER : INDUSTRIAL ARCHAEOLOGY

The College of Adult Education are once again organising a Summer School in Manchester between the 25th and 30th July, 1977. The provisional programme includes an illustrated talk on the Manchester Ship Canal by Dr C T G Boucher and an excursion to the Manchester Docks and Ship Canal led by the same speaker. Other excursions will include the Park Bridge at Ashton under Lyne and Wortley Forge, Sheffield, led by A D George. There will also be an excursion to the Peak Forest Canal and tramway led by D D Brumhead followed by a talk on the industrial archaeology of the Colne Valley. Residential accommodation, if required, will be provided by the Hall of Residence at Manchester Polytechnic and the provisional cost for residents will be £32.50 which includes all meals and lunches plus the Course fee of £5.00. Non-residents will have to pay the Course fee of £5.00 plus an additional cost for transport for both residents and non-residents of about £6.00. To obtain application forms for this Course please contact the Organising Tutor for short courses, Mr D D Brumhead, The College of Adult Education, Cavendish Street, All Saints, Manchester, M15 6BP, Telephone No. 061 273 5335.

THE LEICESTERSHIRE MUSEUM OF TECHNOLOGY ASSOCIATION

The Leicestershire Museum of Technology forms part of the Leicestershire Museums, Art Galleries and Records Service. It is based on the former Abbey Pumping Station, Corporation Road, Leicester, which handled the bulk of the City's sewage from 1891 to 1964. The original massive beam pumping engines built by the Leicester firm of Gimson and Company are still in place and one of the four has been restored to working order.

While the Museum of Technology came into existence largely because of a desire to preserve the Pumping Station, there is much else besides, and the aim is to create a Museum illustrating Leicestershire's industrial and technological history.

The Museum's specimens include the only steam navy in Britain which is in working order, the most comprehensive collection of knitting machinery in the World, and a large collection of road vehicles. Although the Museum has a small full time staff, it is not nearly large enough to deal with the restoration, operation and maintenance of the entire collection. Much of the work is, therefore, done by volunteers, members of the Leicestershire Museum of Technology Association.

A major task is the cleaning of the Gimson beam engines. Among the other items being restored by members are a 1940 Aveling Barford

diesel roller, a 1939 AEC 'Renown' bus and a 2 ft gauge Simplex petrol locomotive.

Apart from the satisfaction of doing a worthwhile job helping to preserve the Museum's specimens, Membership of the Association confers one or two less strenuous benefits:-

Members have free admission to most Special Events at the Museum. There are opportunities to accompany Museum vehicles on Rallies. Occasional social events, film shows and excursions are organised. A monthly newsletter is issued free to members.

If you are interested in any aspect of industrial history, why not join Leicestershire Museum of Technology Association and do something practical about it? Although people with special skills are particularly welcome, the only essential qualifications are some basic common sense and a willingness to get dirty. Membership costs only £1.00 (50p for those under 18 years) and applications should be made to:-

TREVOR SPAVOLD,
28 WILFRED PLACE,
ASHBY-de-la-ZOUCH,
LEICESTERSHIRE.

LEICESTERSHIRE MUSEUM OF TECHNOLOGY — STEAM DAYS 1977

10th — 11th April	— Beam Engine
7th — 8th May	— Steam Shovel
5th — 7th June	— Beam Engine
28th — 30th August	— Beam Engine and Steam Shovel
17th — 18th December	— Beam Engine

For further details contact the:-

MUSEUM OF TECHNOLOGY,
CORPORATION ROAD,
(OFF ABBEY LANE),
LEICESTER.

Telephone: 61330

In Steam 2.00 pm — 5.30 pm each day

ADMISSION:	ADULTS	30p
	CHILDREN	15p
	OAPs	15p

THE MIDLAND CANALS IN TOWN AND COUNTRY

A residential summer school is being held at Avoncroft College, Bromsgrove, from July 30th to August 6th. The title of the course sums up the contents which will involve visits to many Midland canal features and will include lectures on the canals themselves and also the canal craft. For further details please write to Avoncroft College, Stoke Heath, Bromsgrove, Worcestershire.

SHROPSHIRE INDUSTRIAL ARCHAEOLOGY FESTIVAL: 25 JULY – 6 AUGUST 1977

For the last four years the Salop County Council Adult Education Service has organised programmes of guided walks for the general public during the peak holiday period. At first these walks were concerned mainly with the countryside, but in the past two years, walks in Shropshire's historic towns have been introduced, and history, archaeology and industrial archaeology have been among the subjects studied. The 1976 programme extended over eight weeks, and included 109 meetings of various sorts, attended by an average of 17 people.

A feature of the 1977 programme will be a 'Shropshire Industrial Archaeology Festival', which will last for two weeks from 25th July to 6th August. Probably no county in Britain possesses such a wide range of industrial monuments of major importance as Shropshire. The object of the Festival will be to show just how wide this range is, and to enable both visitors and residents in the county to see and understand places which are inaccessible or incomprehensible to most people. On every day of the fortnight there will be walks or other events somewhere in the county. Some will be in the Ironbridge Gorge where they will supplement the facilities offered by the Ironbridge Gorge Museum. Some will be at other important sites in the Telford area. Others will be in less well-known areas of industrial archaeological interest like the Cleve Hills and Llanymynech. Tours in Shrewsbury will give an opportunity to see the world's first multi-storied iron framed building, and there will be guided walks in the lead-mining area around Snailbeach. There will be several evening meetings with well-known speakers.

For the visitor, the Festival is intended as a 'do-it-yourself' summer school. Anyone with an interest in Industrial Archaeology can come to Shropshire during the fortnight, stay in whatever accommodation may suit him, and know that every day, somewhere in the county, there will be activities which will interest him. He can choose whichever he pleases, and spend other days of his holiday visiting places which are regularly open, like the Ironbridge Gorge Museum, the Severn Valley Railway or the Acton Scott Farm Museum. At the same time Shropshire residents will be able to take this opportunity to learn something more of their county's rich heritage of industrial history.

The full programme of summer walks again last for eight weeks. The Festival will not preclude events of other sorts taking place during the same fortnight, nor will industrial archaeological activities be confined to that period.

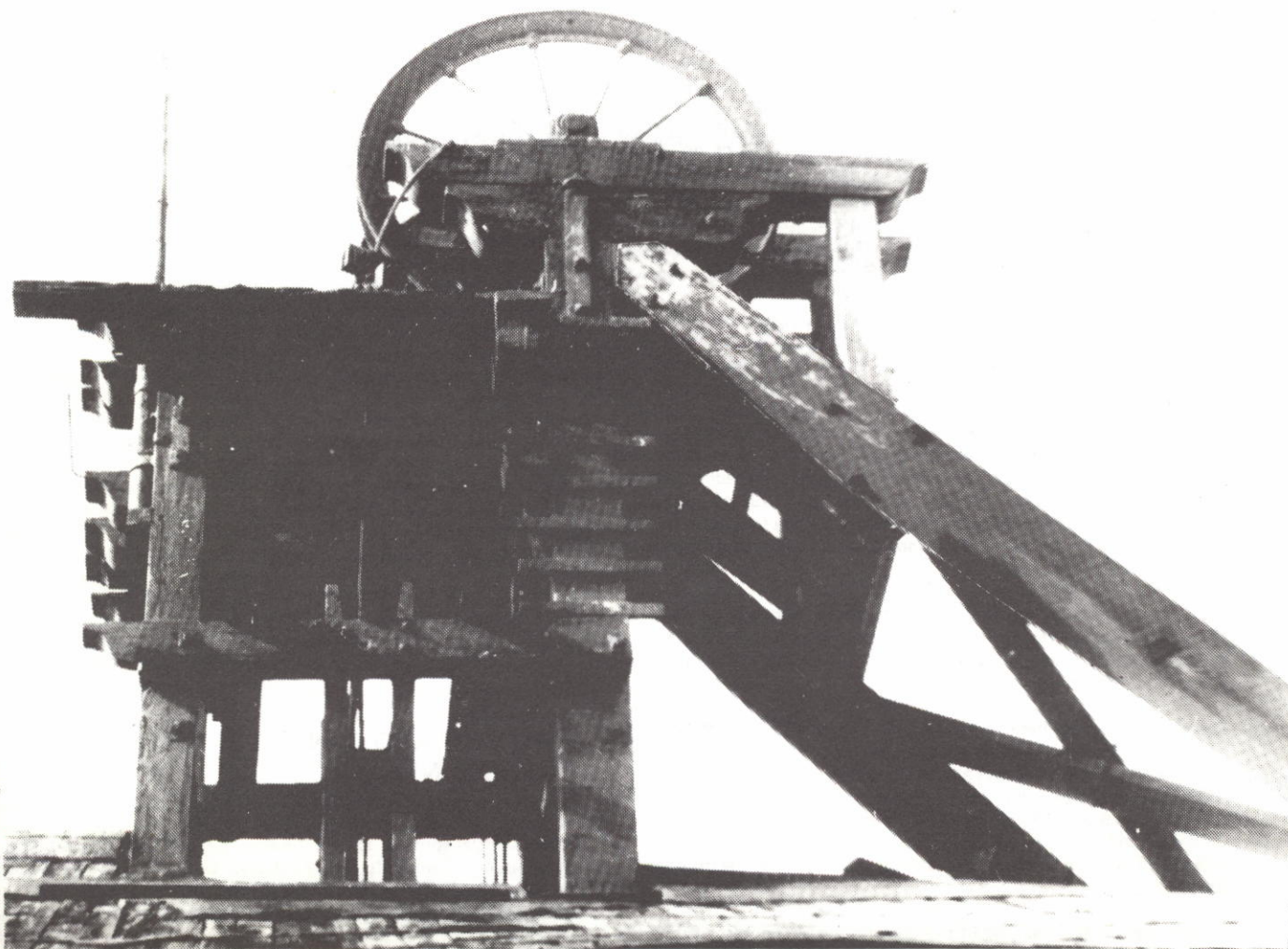
Full details of the Shropshire Industrial Archaeology Festival will be available in a leaflet to be published in June. Any enquiries about the Festival will be answered by Barrie Trinder, Adult Education Tutor for Historical Studies, 20 Garmston Road, Shrewsbury, SY2 6HE (Telephone Shrewsbury (0743) 52310).

The full programme of summer walks, which is organised in collaboration with the Countryside Commission, will also be available in June. Information about the programme may be obtained from Andrew Jenkinson, Adult Education Tutor for Environmental Sciences, Bircher Cottage, Little Stretton, Church Stretton (Telephone Church Stretton 2223).

OFF WITH HIS HEAD (GEAR)

Work began recently on the dismantling of a 40ft high coal mine headgear at Billinge near Wigan. But this will be no ordinary demolition job. For one thing, the headgear is a rare survivor of the type made of timber secured with wrought iron bolts, and furthermore it will be carefully transported piece by piece to a new site within the Haigh Country Park a few miles away, where it will be re-erected adjacent to a site where mining is believed to have taken place more than 150 years ago. The site where the headgear now stands is part of a brick and terra-cotta works. Main campaigners for the preservation of the structure have been the Wigan Civic Trust, with extensive co-operation from the Leisure Department of Wigan Metropolitan Borough. The headgear is thought to date from approximately 1890, and is substantially of pitch pine, with mortice and tenon joints secured by wrought iron plates and bolts. The Greater Manchester Council has offered £2,500 towards the costs of removing it to the leisure area in Haigh Park, once the seat of Lord Crawford and Balcarres, the 'Wigan Coal King'. A further grant of £3,000 has been offered by the Science Museum. Volunteers from the local Civic Trust have been busy drawing and photographing the headgear and freeing the rusty iron bolts, in the hope that the timber components will come apart as easily as they were assembled by the colliery carpenters at Gautley Pit more than 80 years ago.

The Billinge headgear



BLACKSMITH AWARDED FELLOWSHIP

Lincolnshire and Humberside Arts, the Regional Arts Association for Lincolnshire and Humberside, recently advertised a new Heritage Craft Fellowship in either woodwork or metalwork skills. The fellowship has been arranged in conjunction with Scunthorpe Borough Council, which has made workshop space available in the stable block at Normanly Hall, Normanly Park, Scunthorpe, S. Humberside. The successful applicant was John Sleight, a 26 year old student at Lincoln College of Art, who previously trained as a blacksmith by completing a six years apprenticeship in blacksmithing and agricultural engineering in the village of Stallingborough near Grimsby, also attending Grimsby College of Technology. He spent a year working as a blacksmith before taking up a full time course studying graphic design and photography at Lincoln College of Art.

The fellowship which commenced in October, is intended to provide an opportunity for a craftsman to establish himself as an independent practitioner within the community. The fellowship is awarded for two years and the Association provides an annual bursary and an initial grant towards the cost of equipment. As well as developing his own skills the fellow is expected to undertake paid conservation work for museum services in Scunthorpe and elsewhere in the region. For most of the year Normanly Hall and Park attract large numbers of visitors, and the public will be able to see the blacksmith at work.

ASHBY STATION SAVED

Bulletin 1:4 drew attention to proposals then current (in the summer of 1974) to convert the former railway station at Ashby-de-la-Zouch, completed in 1849 when the Leicester and Swannington Railway was extended westwards to Burton on Trent, into four flats and to build five new houses on adjacent land.

The building, listed Grade II and remarkable even among mid-Victorian stations for the quality of its Classical detailing, has survived, but instead of converting it for primarily residential use as envisaged in 1974, the owners have turned it into offices, with a bungalow unit which should help to ensure that occupation continues after office hours. For more than 15 years the threat of demolition has hung over the station building, which went out of use on the closure of the Leicester-Burton on Trent branch line. Its survival and successful re-use represent a commendable achievement on the part of local conservation and amenity groups, without whose efforts the building would undoubtedly have become a pile of rubble.

LIVE STEAM PROPOSAL FOR LONDON

Among their plethora of information, much of it useless, listing common ailments in guidebooks and Bank Holidays in Abu Dhabi, pocket diaries frequently include a map of the London Underground. Even those who do not regularly have cause to use this remarkable public transport network may have noticed changes to the map almost every year during recent years. The Victoria Line, the first stretch of which was opened in September 1969 (Walthamstow to Highbury), was gradually extended during succeeding years until the southward extension to Brixton opened in 1971, and the line is now a familiar feature on the tube map. Nearly two years ago the Piccadilly Line extension to Hatton Cross appeared for the first time, and the further extension westward to Heathrow Central is expected to open later this year. Work progresses on the new Fleet line under London's West End and it is anticipated that the new Charing Cross Station, combining the existing Strand and Trafalgar Square stations and offering interchange facilities with the Northern and Bakerloo lines, will re-open later this year.

This year for the first time the Highbury branch of the Northern Line, opened between Finsbury Park and Moorgate in February 1904 as the Great Northern and City Railway and operated by London Transport until September 1975, appears in new 'colours', having been acquired by British Rail on part of their newly-electrified Great Northern suburban route from Moorgate to Welwyn Garden City and Hertford. Your diary next year is likely to feature another British Rail route featured as part of the tube network for the first time. This is the North London Line, linking Richmond on the south west perimeter of the conurbation with Broad Street, close to the heart of the City. The line is administered by London Midland Region and is built to normal main line loading gauges throughout. But functionally it is part of London's inner-city railway network, and should be publicised and marketed as such. Recent reports suggest that the line loses £½ million per year, and each passenger trip costs the joint underwriters, BR and the GLC, more than 10p in subsidy. Among the localities served along its crescent shaped route across North London are, Hampstead and

Canonbury; all of them well-to-do inner-city villages whose inhabitants are probably sufficiently articulate to ensure that the line will continue to operate passenger services despite these formidable losses. Ironically, the inhabitants of these areas are more likely to use their own cars for short journeys in and around London.

The concession to include the North London line on LT railway maps may represent a success for the urban activists who have been busy in recent months drawing in the line for themselves on tube maps on Underground stations. Their manuscript efforts are among the more constructive to be seen on public billboards in London; but it will take more than this additional measure of publicity for the line to lift the threat which hangs over its viability. A recent proposal suggested that a return to steam traction would enable the line to attract a vastly greater volume of passengers, as well as providing Londoners with an opportunity to ride regularly behind steam locomotives, an experience for which many now travel as far as Sittingbourne in Kent or Horsted Keynes in Sussex, home of the Bluebell Railway.

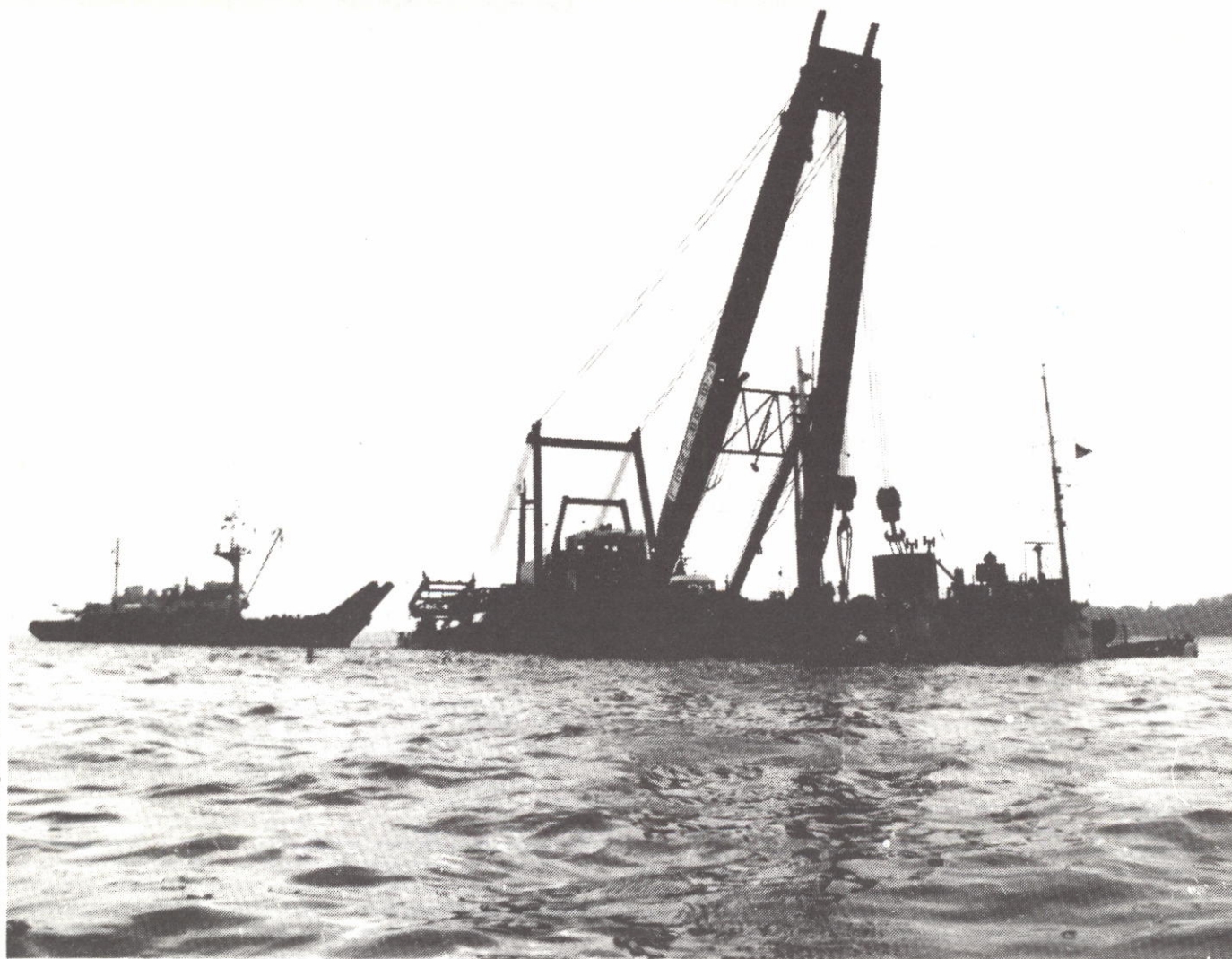
The success of most of the preserved steam lines is undoubtedly dependent to a large extent on the long hours of unpaid work put in by volunteers. Many of these lines, notably the North Yorkshire Moors Railway and the Severn Valley Railway, run through particularly beautiful countryside, and this adds to their appeal to volunteer railway men and passengers alike. Would there be the same response to a call for volunteers to paint shabby stations in North London? It may prove to have rather less appeal than a day spent shovelling ballast in the Yorkshire Dales or cutting back foliage in rural Sussex. There is the added complication that the North London line provides an important route for freight between the West of England and the heavy industrial complex around Dagenham and further east. Heavy freight trains have to be slotted in between the 3 passenger trains per hour in each direction (the frequency which is likely to be reduced shortly). It is difficult to picture how a steam hauled service would be accepted by British Rail while they maintain a regular freight service on this line, particularly now that facilities for coaling and water the locomotives will have to be recreated.

Least of the problems would be finding suitable steam locomotives to work the line. A number of suitable ex LMS and other locomotives survive elsewhere in the country, and their owners would doubtless be happy to see them back in steam and earning their living again. Among the nineteen stations served by the line, those at Gunnersbury and Kew Gardens are well sited for the pumping station at Kew Bridge where the largest working beam engine in the world is among those to be seen in steam each weekend. Those contemplating a pilgrimage to the grave of I K Brunel in Kensal Green cemetery have only a short walk from the station at Kensal Rise. And the line's eastern terminus at Broad Street is adjacent to Liverpool Street station, the survival of whose architectural splendour is currently the subject of a spirit fight by LISSCA (see Bulletin 2:2). Environmental objections to steam and smoke so close to London's centre may similarly present a considerable obstacle to the new proposal. But were such a scheme to be seriously investigated, there is no doubt that it would focus a healthy volume of attention on what is an undeservedly neglected and underestimated arm of the capital's railway network.

BIRMINGHAM'S GREEN BAN

The future of Birmingham's imposing Post Office headquarters building came under scrutiny at a meeting in the city on January 27 convened by the Birmingham Green Ban Action Committee and attended by more than 80 people. The fine Victorian building is threatened with demolition, but the proposal to clear the site and erect a new building there has come up against a good deal of opposition from local environmental groups. A number of local MPs have also expressed dissatisfaction with this plan to rid Corporation Street of one of its most imposing and least altered Victorian landmarks. Last year's visit to Britain of Jack Monney, a prominent Australian trade unionist, generated widespread interest in the recent successes in Australia of Green Ban campaigns there; a number of redevelopment projects have been thwarted by the refusal of trade unions to allow their members to demolish buildings considered to be worth retaining.

The present recession in the building industry suggests that the building trade would welcome the prospect of a major new building contract in central Birmingham. But the Green Ban movement is a successful attempt to draw such trade unions into discussions on the merits of retaining such buildings with recognised architectural significance. Green Bans may prove to be one of the most potent forms of direct action where there is strong local feeling about retaining local landmarks scheduled for demolition. Birmingham still has its Head Post Office and the local trades unions are waiting attentively for the next threat to demolish it.



GONE TO HER REWARD

HMS Reward, the Royal Navy's oldest ship in commission, sank in the Firth of Forth on August 10 1976 following a collision in thick fog with the Singapore-registered cargo ship *ASD Plainsman*. Launched at Henry Robb's yard at Leith in October 1944, *Reward* had spent most of her life as an ocean rescue tug, of the type developed to meet the requirement during World War II for casualties to be towed to the safety of a friendly harbour. Her twin Atlas Polar 8-cylinder diesels driving a single screw gave her a speed of 16 knots, and with 405 tons of fuel embarked, her range was no less than 17,000 miles. After a long and active life as a tug, most of it under the blue ensign as an Admiralty support vessel, *Reward* went into reserve, but was taken out and refurbished in 1975 to meet a short-term requirement for sturdy ships with good seakeeping qualities to patrol our North Sea oil rigs, until the first of the Navy's new 'Island' class of purpose built patrol vessels should be ready. Additions for her new role had included a 40 mm gun on her focsle and a transfer to the white ensign consequent on her adopting the prefix 'HMS' before her name.

Reward went down, fortunately without loss of life, between the rail and road bridges over the Forth. She settled on an even keel with the cap of her mast only a few feet below the surface; in fact at low water springs the tip showed above the water. She represented a considerable hazard to shipping using the channel beneath the central span of the Forth Railway Bridge and steps had to be taken promptly to remove her. At Narvik, Risdon Beazley's self-propelled crane barge *R B Brunel* was at work assembling an ore-loading terminal which included two 450 ton beams. On completion of this task, *R B Brunel* proceeded to the Forth, via another heavy lift job in the Cromarty Firth, to attempt the lift of the 1,630 ton *HMS Reward* complete. Two 4" diameter lifting wires, each more than 480 feet long and weighing more than 7 tons, were specially spliced in a period of only five days. Divers arranged messenger wires under the wreck and these were used to position the slings, each with a nominal breaking strain of 654 tons,

under the *Reward*. Twice there were setbacks when the wires became fouled in the vessel's foremast, part of which had to be cut away to free them. The slings were eventually hove up tight at a dawn low water 4 days after the *Brunel*'s arrival and the tide lifted the *Reward* clear of the bottom. Because of the delays in rigging the wires there was no time to beach the casualty nearby, as had been planned, to adjust the slings, and she was delivered straight to the scrapyard at St David's Bay (adjacent to the seaward terminus of the Fordell Railway) where she will be cut up.

A similar technique was used when the crane barge *Magnus I* lifted the 450 ton RNR minesweeper *HMS Fittleton* from the seabed 160 feet down on October 4, following her collision 80 miles off the Dutch coast with the frigate *HMS Mermaid* on 20 September with the loss of twelve lives. As recently as five years ago, it would scarcely have been possible to crane vessels of this size from the seabed in one piece; it is of course the requirements of North Sea drilling operations that have justified the development of floating cranes with such capacity. *R B Brunel*'s lift of the *Reward* may represent a new record salvage lift for a single crane, and this within less than a year of her entering service. Her namesake would surely have approved of such virtuosity.

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).