

'Satanic Mills' Exhibition Don't be deterred by the banal title of this exhibition, which opened at the RIBA's Heinz Gallery at 21 Portman Square, London W1 on 31 January and remains there until April 11. It is the most important exhibition of its kind ever to have been assembled. Subtitled 'Industrial Architecture in the Pennines' it makes a powerful appeal for the selective retention of what Theo Crosby, in his stimulating and provocative book published in 1970, referred to as 'necessary monuments'. A community suddenly and arbitrarily deprived of its familiar landmarks is in danger of losing its way culturally too. Crosby's thesis rests on three examples of building of pivotal importance to the architectural environment of the cities in which they stand — the Opera in Paris, London's Tower Bridge and Pennsylvania Station in New York. Demolition of these buildings and others of corresponding significance would amount to a loss of far more than bricks and mortar or a pleasing architectural vista — they are the very character of their neighbourhoods. 'Satanic Mills' makes a similar case for the textile mills of Lancashire and Yorkshire, and argues that a major new Regional Park should be created to control the development of the Pennine milltowns, with the possibility that a part of the Park, perhaps the Colne Valley between Huddersfield and Mardesden, might qualify for special rescue funds from UNESCO. Were the United Kingdom to become a signatory to the World Heritage Convention it could nominate a site of major architectural and historic interest, bringing the matter firmly to the attention of UNESCO's World Heritage in Danger list. Industrial buildings are Britain's most specific contributions to world architecture, which cannot be said for our Greek Revival town halls and Gothic churches. The SAVE Group, organisers of this exhibition, argue that we have as great a responsibility for the survival of these buildings as has Greece for the Acropolis or Pakistan for Mohenjodaro. Britain's pre-eminence as a treasure-house of industrial archaeological sites means that we have a corresponding responsibility for their proper conservation and interpretation. The US Congress has recently voted \$40 million to establish a National Industrial Park centred on the mill town of Lowell, Mass. Birmingham (Alabama) was reported last year as floating a \$3 million bond issue to help preserve the Sloss Furnace Company's blast furnaces as an industrial museum. What, asks the SAVE exhibition, are we going to do about the inimitable and irreplaceable Pennine Mill buildings, many of which have a century or

more of useful life ahead of them if imaginatively used, and can become a source of funds to local communities rather than a matter for shame and black humour'. These and other arguments are developed in a 72 page book illustrated with 47 photographs, published by SAVE to coincide with the exhibition. contributors include Marcus Binney,

Architectural Editor of COUNTRY LIFE and Chairman of SAVE, Ron Fitzgerald of Leeds Museum of Industry, Randolph Langenbach, a New England photographer and designer of the exhibition and Ken Powell, SAVE Research Fellow based in Leeds. The book costs £1.50, or £1.80 by post from SAVE, 3 Park Square West, London NW1 4LJ, telephone 01-486 4953.



Randolph Langenbach,

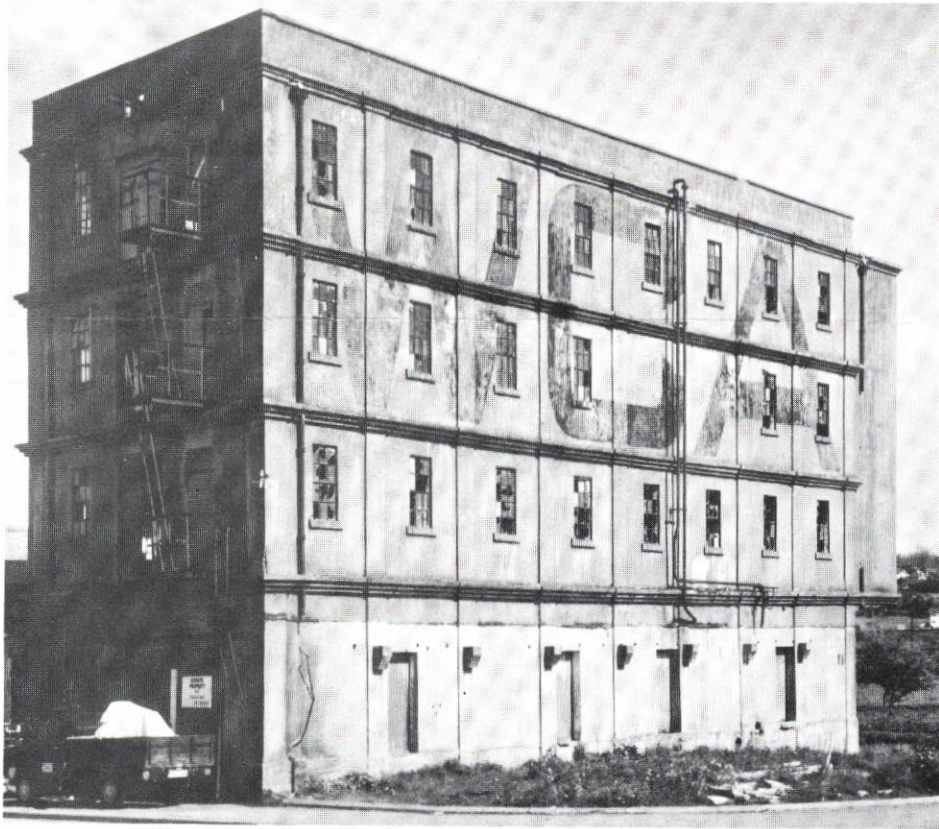
The exhibition is open each weekday at the Heinz Gallery 11.00–17.00 (10.00–13.00 Saturdays) until April 11. A touring version may subsequently travel to the North of England and elsewhere, as has happened with SAVE's earlier exhibition on railway architecture *OFF THE RAILS*, due to open at the Corinium Museum in Cirencester on April 10 for 11 weeks until June 24. Offers of venues for *SATANIC MILLS*, particularly in the North, would be welcomed by Sophie Andreae at the SAVE address above, or by Marcus Binney at 01-261 6562 (office) or 01-828 8788 (home).

Historic Warehouse to Go Wales is about to lose what is widely regarded as its finest monument of early reinforced concrete architecture, a riverside warehouse in Carmarthen admirably suited by its fenestration and uninterrupted floor layout for adaptation to office or light industrial use, at a fraction of the cost of an equivalent new building. Readers may remember a brief mention of this building in *Bulletin 3:6* when it was compared with the slightly earlier and much less well-built Weaver's Warehouse at Swansea, adaptive re-use of which might exhaust the inventive talents of even the most versatile

will prevail in the decision whether or not to permit the Derelict Land Unit to 'tidy up' that part of Carmarthen's river frontage. He writes:—

'If you have tears to shed, prepare to shed them now'

This I have done literally and copiously when I heard the news that the reinforced concrete warehouse built in 1903 for the Western Counties Agricultural Co-operative Association in Carmarthen is to be demolished. This fine structure by Hennebique and Le Brun is the finest example of their work in the Principality. When I first saw it in 1976 I pleaded for it in all quarters including the CBA Advisory Panel, The CBA, the Welsh Office, the Local Authority, even the newspaper. I had every hope that this fine building would at least receive the accolade of Listing Grade 2. But no, if my recommendation has not been regurgitated by the bureaucratic machine then it is lost for ever in its ruminant corridors. In the meantime the Weavers Mill building in Swansea has been listed; it is true this was built in 1898 and its great silos were certainly by Hennebique, but the large mill is badly built.



conservation architect. At Carmarthen the WCA warehouse was built in 1903 on Pothouse Wharf (SN 40951978) to meet the needs of surrounding farmers. Unsightly fire-escape stairs have since been added to the north frontage, but at the south end a pair of 3 m lucams cantilevered over the river survive in good structural order, complete with the ingenious arrangement of draw bridges used in handling sacks of grain hoisted direct from the hold of ships moored below. The exterior wall panelling is still in excellent order, unlike that of Weaver's, which has suffered from the builder's economies in using poor slag as aggregate. Douglas Hague draws attention to the great importance of the WCA warehouse at Carmarthen in civil engineering and architectural history, and hopes that reason

The really important difference between the two buildings is that Weavers the larger, is quite impossible to convert to any other use, and thus will inevitably be demolished, but at Carmarthen the reverse is the case. Not only is it well built, with panels the same mix as the frame (the Weavers panels resemble cob-walling and can be torn out by hand) but it has four clear, well-lit floors and even the concrete stairs are in good condition. Its main defects are that all the steel windows need to be replaced and would be better housed in wooden sub-frames, whilst neglect of the roof has caused water to penetrate in several places and this has rusted the reinforcement and blown the concrete covering. This could be put right by 'Cementation' who could sand-blast and spray on a new covering.

A common sense solution would be to allow the demolition of Weavers and preserve the Carmarthen building which could provide excellent accommodation for an entire planning department, or even productive light industry. Will members please write to the Welsh Office, Cardiff and urge that common sense prevails.

'The Past Has a Future' is the message put forward in an exhibition to mark the first twenty-five years of the Historic Buildings Council for England. Conceived to improve public awareness of how the HBC can assist individuals and local amenity societies with preservation schemes, the exhibition reviews the achievements of the Council which since 1953 has been instrumental in the listing of more than 250,000 buildings of which 5,100 are Grade I, and the creation of more than 4,500 Conservation Areas in England. Nottingham Lace Market is singled out as an example of an area that was suffering from planning blight and the consequences of an abandoned road scheme. With support from the HBC, this important industrial feature of Nottingham is now being sympathetically rehabilitated and represents the first case of a Town Scheme concerned with large industrial buildings. Although the problem is complicated by the fact that many of these are in multi ownership, grants are succeeding in reversing the general decline of the area, and empty sites are being tidied up. Of the £5.15 million available to the Council in 1977–8 funds were budgeted as follows:—

£2,340,000 for outstanding secular buildings
 £1,655,000 for Outstanding Conservation Area
 £650,000 for other Town Schemes
 £350,000 for churches
 £150,000 to the Civic Trust, for other Conservation Areas

Goldstone Pumping Station at Hove and London's St Pancras Station are among the buildings of industrial archaeological interest that have benefited substantially from HBC grants in recent years.

After its showing in London the exhibition moves to Liverpool where it can be seen during normal working hours at the City Planning Office, Wilberforce House, The Strand, Liverpool 2 from 19 February until 15 March. Showings are also to be arranged in Newcastle-upon-Tyne, York, Norwich, Bristol and Nottingham; details of the exhibition site at each venue are still being confirmed at the time of publication.

Technology Education & Museums Seminar held at Ironbridge Gorge Museum, October 1978. Nearly thirty delegates representing a cross section of educators and museum personnel were welcomed by the Museum Director **Neil Cossons** for two days of lively discussion. During the course of the Seminar, participants were shown present and potential scope for scientific and technological work using museum exhibits and were able to see the particular approaches used by the Ironbridge Gorge Museum to interpret exhibits to the visitor. Back up resources consisting of archive material, Museum publications and current books on industrial archaeology were presented as a preliminary research facility for teachers and for possible study by more advanced pupils. The background experience and views of the speakers were wide-ranging and both philosophical and practical aspects of technology education were covered.

Johnathan Minns, Director of the Brighton & Hove Engineering outlined the nature of the work being done at this institution and emphasised the need for contact with, and direct experience of craft skills. While present involvement by schools in this type of activity was small, its educational potential would be grasped when the benefits to the less academic student was seen.

Alan Gimpel, who is concerned with appropriate technology in developing countries, put forward the view that our present lack of development of inventions is related to the prevailing view of technology. Also implicit in his talk was the idea that past technological developments are not incompatible with modern technology.

Alan Marshall HMI defined technology and its benefits from the educational point of view. He also outlined the ways in which it could be introduced into the curriculum but felt that describing it as the application of scientific knowledge was too restrictive. Subsequent discussion highlighted the distinction between technology and physical science. Scientific principles cannot easily be taught by direct experience of engineering exhibits, particularly sophisticated modern machines.

Geoffrey Starmer, Senior Science Advisor for Northamptonshire, showed some practical uses of museums and their exhibits in stimulating technological project work in schools at different levels.

Miss Mary Tasker, lecturer, Bath University School of Education, covered the need for technology appreciation by the historian and raised the question of the reason for such study. Her approach being concerned with Man's needs, was refreshingly different from the machine-centred approaches of others and served to present a balanced view.

Michael Sayer, Lecturer in History of Technology, University of Keele Education Department, summarised the views already expressed and spoke of his own pioneering work in technology education. He also outlined the historical development of interest in technology among educators and indicated areas where growth was likely. The benefits of an appreciation of technology to both arts and science pupils were also emphasised and he showed that one role of the museum lay in presenting simple examples of the otherwise unchanging process of technological design where the suitability of the solution could be studied by pupils.

The seminar served to highlight the good work being done by museums and schools with historical technology. At present this is done in relative isolation and there is a need for closer liaison with feedback to museums from schools to show what type of work develops. Without this museums might change their displays to the detriment of educational use. The need for more appropriate information and literature from museums should also be met. Future developments will require closer evaluation of the effectiveness of current methods if technology education is to gain its rightful place in museums and education.

Men and Machines. The Modern Records Centre was established in the University of Warwick Library in October 1973 to collect primary source material for British political social and economic history. The Centre has recently produced two publications on its holdings which should be of interest to those who believe with

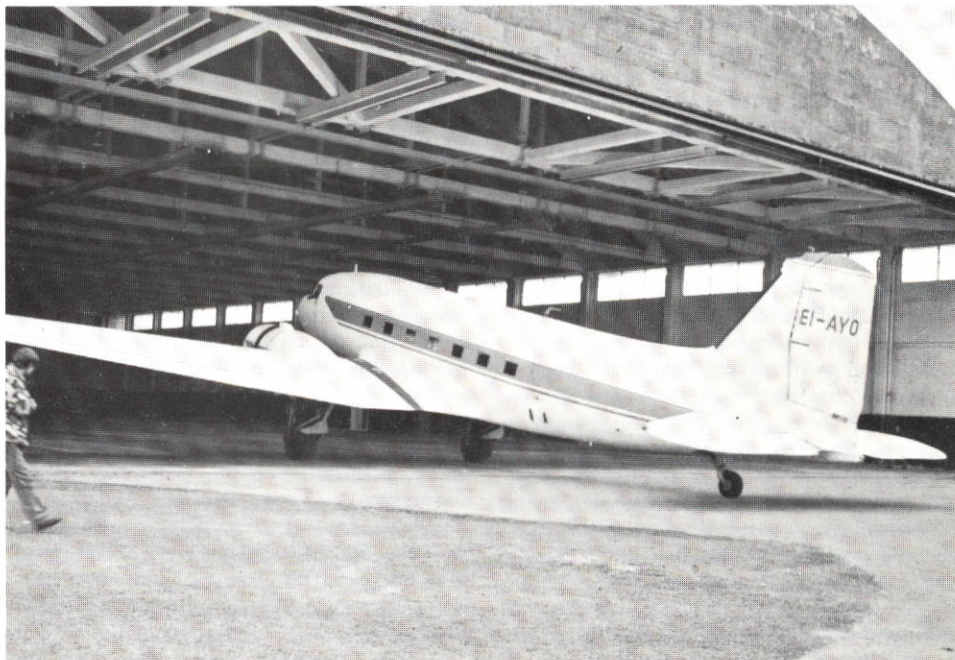
Kenneth Hudson in 'Making dead bones live' (the title of chapter one of his 'Teach Yourself Book', **Exploring our industrial past**, 1975). Since its foundations five years ago the Centre has built up one of the most important collections of trade union records in the United Kingdom. Since the technology affecting their members' jobs and working conditions is a matter of primary concern to trade unions, the researcher into industrial history will be able to find relevant material in the records of labour organisation in industries as diverse as printing, iron and steel production and canvas sail-making. As a matter of policy, the Centre generally leaves the field of business archives to local record offices, but amongst its few accessions of business records may be noted a useful series of production data and reports of the BSA Company and a group of several hundred machine tool and equipment catalogues from a small, local light engineering firm. A **Guide** to the Centre's holdings by Richard Storey and Janet Druker was published in 1977 (152 pp, £1.50) and a guide to the records of the Amalgamated Society of Railway Servants relating to **The Taff Vale case** by Christine Woodland and Richard Storey was published in July 1978 (28 pp. 40p). The Centre also issues an annual **Report** and a quarterly **Information Bulletin**. The full postal address for ordering publications, which are post-free inland, is: Modern Records Centre, University of Warwick Library, Coventry CV4 7AL.

21-seater, with the registration NC 16071. It was retired from the airline in 1954 and converted for use as an executive transport, flying with several American business corporations until about 1974. Since then it has been based at Shannon, lately with the Irish registration EI-AYO.

Shannon Repair Services Limited have prepared the aircraft for its delivery flight to the Royal Navy airfield at Wroughton, where it will be stored, pending arrangements for restoration to its pre-war configuration and livery.

The Science Museum wishes to acknowledge the assistance it has received from Mr Peter Berry, a controller in the Oceanic Airways Control Centre at Prestwick, and from Captain Kelly-Rogers of the Irish Aviation Museum.

Beam Engine Research Group From Bristol comes news of a new service for those seeking information on beam engines, whether steam or water powered, in the British Isles. The Beam Engine Research Group is collecting information on the form of photographs, slides, written data, cine film and sound recordings, and copies are available for hire or for sale at a price little more than the cost of the materials involved. The organisers of BERG, P R Stephens and J Cooper, hope that those with information to add to their growing archive will write to them, providing photographs wherever possible. Their enthusiasm for beam engine history is matched by an equal enthusiasm for computer methods in storing the information already available;

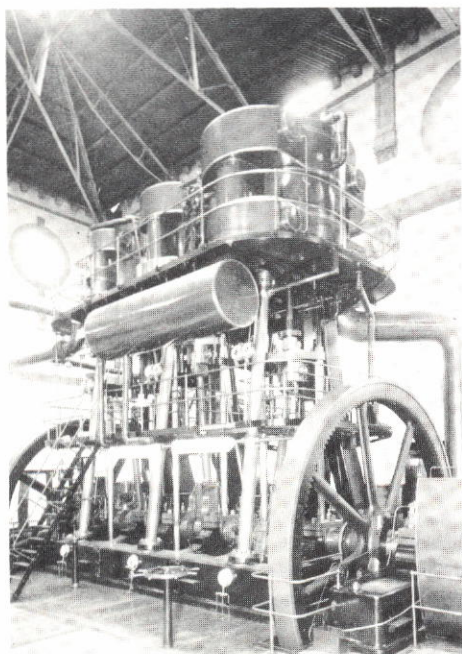


Science Museum acquires a Dak The Science Museum has just acquired an early Douglas DC-3. This is probably the most important type of pre-war transport aircraft, for it established the airlines as a fast, regular and reliable way to travel. The DC-3 first entered service with several American airlines in 1936 and was introduced to Europe by KLM and Swissair in 1937. About 700 DC-3s were built before the war, followed by some 16,000 military transports, known to the US Air Force as the C-47 and to the RAF as the Dakota.

The particular aircraft which the Science Museum has acquired is the 24th off the production line and is believed to be the second oldest surviving DC-3. It has the manufacturer's serial number 1911, and was delivered to United Air Lines in December 1936, equipped as a

although the number of sites at present hardly exceeds fifty they have worked out an elaborate procedure for locating the information required, known cryptically as DALISY (for Data Library System) and an impressive array of computer jargon describes the method to be followed when applying for information. The applicant or 'user station' consults his Dalisy User's Manual before requesting slides, tapes, microfilm, photographs or 'hard copy' relating to the engine in which he is interested. With the number of beam engines available for preservation now apparently levelling off, it is important that we should concentrate attention on assembling information on the engines which have been scrapped within living memory, and it is good to see that BERG, as well as offering photographs and specifications of engines that still survive,

also seek to compile information on the engines that have already gone. Enquiries and offers of information to: P R Stephens and J Cooper, Beam Engine Research Group, Rose Cottage, Down Road, Alveston, Bristol BS12 2JQ, telephone (evenings) 0454-414460.



Elkesley Engine Moved Bulletin 4:6 advertised the availability of the Ashton Frost steam pumping engine displaced as a result of the controversial decision to demolish the pumping station at Elkesley in Nottinghamshire. One of the engines, named *Livens* has been donated to the Welsh Industrial and Maritime Museum at Cardiff by the Anglian Water Authority jointly with Kinmain Construction Ltd, who have scrapped its damaged sister *Janetta* to cover the costs involved in getting the engines out. At its new home in Cardiff the engine will represent the type of large prime mover once common in Welsh heavy industry, particularly in rolling mills.

Award for Rescue Archaeology. A series of awards are made each year under the auspices of 'Country Life', for encouraging rescue archaeology. Digs conducted on industrial sites under 'rescue' conditions could well qualify for such an award and groups involved in such work are recommended to obtain further details of the awards from 'Country Life', King's Reach Tower, Stamford Street, London SE1 9LS or alternatively from the offices of 'Rescue' at 15a Bull Plain, Hertford. The closing date for applications is July 1st.

Measuring in memory of Morgan. In AIA Calendar, under the heading; Practical Industrial Archaeology (14-21 July) there are basic details about a course Marilyn and David Palmer are directing in Wales. All news items have a story behind them and in this case it seems well worth mentioning. When the Palmers, back in the spring of '78 decided to take their Leicester University IA Certificate people to Central Wales to complete the survey/excavation part of the curriculum, they wrote to Morgan Rees for advice on which site to go. The answer could have been anticipated.

Born near Aberyswyth, taking his first degree at the University College of Wales and

having a deep and ever curious respect for Cardiganshire lead-mines, Morgan went back to Esgair Hir time and time again. The remote, rambling and strangely exhilarating site. 'Like being on top of the world and having it to yourself' seemed to fascinate and at the same time depress him. Anyone who has climbed the mountain road from Talybont, switching off the car engine at Esgair Hir to savour the silence of the 1500 ft contour will know the fascination, but the depression needs explaining. 'So much to do. So little time to probe and think and measure and think again'. Morgan often said. 'Before we know the half of what went on on this site, the Forestry Commission will 'tidy-it-over'. And one knew he was right with each succeeding visit emphasising the point.

Last year the Leicester team did wonders but at the end of a week David Palmer began to experience Morgan's mood. This summer they are going back, with hopefully, more helping hands, in a further effort to add to their impressive survey drawings.

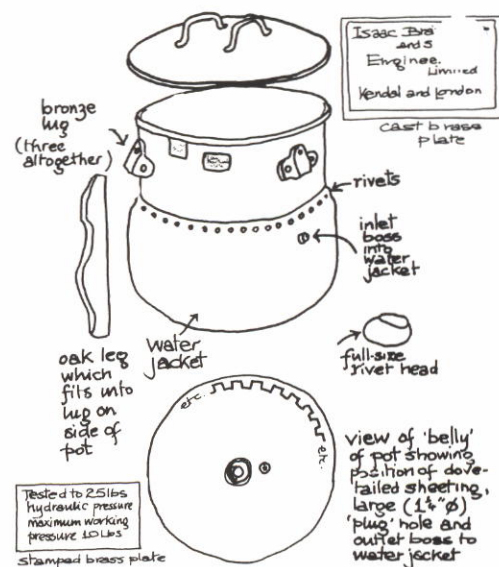
Writing to the Bulletin before Christmas, Marilyn said they hoped to make the new survey a Morgan Rees memorial. How he would have applauded their initiative.

Railway Architecture Exhibition. December 1978 saw the opening at the Georges Pompidou Centre in Paris of a major international exhibition devoted to railway stations and their architecture. Entitled 'Le Temps des Gares', the exhibition includes a number of elaborate specially-commissioned models of station buildings as well as many striking and rare examples of railway posters among which those of French Railways and the pre-nationalisation companies in Britain are particularly evocative. The exhibition is scheduled to tour a number of European venues during the next two years, and will be at the Science Museum in London for 4 months from early June 1980.

Paris is a city still remarkably rich in 19th century railway buildings, ranging from the main line termini, like the Gare Str. Lazare of 1889, to the Metro stations, many still rich in original architectural features of the Art Nouveau period in which they were built. To launch this notable exhibition in a city with such a refined palate for railway architecture was thus an inspired choice, and Parisians have responded with enthusiasm. Admission charge at the Pompidou Centre, (as the Centre is popularly known from its resemblance to an oil refinery) is 10 francs, and the Centre is open daily, except Tuesday from 1200-2200 (Saturday and Sunday 1000-2200).

Replies to Enquiries. Under the heading 'Mystery Pot', Bulletin 6:1 appealed for information on a double-bottomed copper pot manufactured by Isaac Braithwaite of Kendal. Arthur Bebbington, a member of the AIA who until 1970 managed the engineering business begun by his father in 1920 at Culland Street Works, Crewe, has written to say that he remembers very similar vessels in use at the works of Maden Brothers, Botanical Brewers in Crewe. The methods involved in producing dandelion and burdock stout, ginger beer and other drinks from pure herbs were kept a close secret, but steam was circulated through the outer jacket to boil the herbs and other ingredients in the pot. The resulting mash was run off through the cock in the bottom into mixing tubs where yeast and cane sugar were added. The resulting drinks were popular in

the Crewe area with stokers at gasworks, whose work kept them perpetually thirsty, and with Cheshire farmers. The example illustrated in the Bulletin came from a small soft drinks factory in Llandrindod Wells so it seems likely that it was indeed used for the purpose suggested by Mr Bebbington.



Sketch of beaten copper pot with lid and legs width and height about 30 inches

Help in Kind. The British Oxygen Company has generously offered to donate equipment or services without charge to benefit industrial preservation schemes selected by a Committee which the Company has set up to consider submissions made to it. Bill Joss, general manager of BOC's Gas Equipment division at Skelmersdale, said when launching the scheme 'BOC and modern industry owe much to engineers of a previous age. I feel we should acknowledge their foresightedness and that we should have constant reminders of the foundations they laid so successfully to make this country a world-renowned industrial power.'

The Company are concerned that no potential applicants should consider their scheme too small to be considered. Projects will be considered on their own merits, and the sum of money involved will not necessarily be a prime consideration. But it is important that there is room for BOC Gas Equipment to play a significant part in the work to be done.

Applications are likely to be sifted and awards made at half-yearly intervals. BOC has already promised extensive help for the restoration of the ss Great Britain, and further awards are likely to be announced shortly. Further details and application forms from: BOC Industrial Preservation Scheme, British Oxygen Company, Peel Road, Skelmersdale, Lancs.

ETB Grant Scheme Extended. Industrial preservation in England has benefitted to a significant extent from grants made under Section 4 of the Development of Tourism Act 1969, which provides assistance towards capital expenditure for the completion of projects which are likely to generate tourism. Museums benefitting from such grants have included Beamish and the China Clay Museum at Wheal Martyn, and the miniature railways at Ravenglass in Cumbria and Dobwalls in Cornwall have also qualified. Only projects

located within the designated Development Areas (a large area of the North of England, Merseyside and Skelmersdale, and most of Cornwall and North Devon) have been eligible hitherto. Now a concession in the scheme's regulations makes it possible to bring the Intermediate Development Area into the Scheme. Preference will be given in some cases to those areas with particularly high employment, but each submission is considered on its merits.

If you have any doubt whether your project might qualify contact your Regional Tourist Board (the regional offices are in Windermere, Newcastle upon Tyne, Manchester, York and Exeter); there may be a pleasant surprise in store for you. The English Tourist Board itself also publishes a useful 'Guide to Non-Commercial Sources of Finance'. Enquiries should be addressed to Miss Amy Bishop, Commercial Relations Officer, ETB, 4 Grosvenor Gardens, London SW1W 0DU.

English Heritage Monitor 1978. ETB Planning and Research Services. English Tourist Board, 4 Grosvenor Gardens, London, SW1W 0DU. £3.00. Second in a series of yearly summaries of achievement in conservation and use of England's architectural heritage. Extensive data on conservation expenditure, visitor trends, conservation societies, additions to County Lists, BBC and other grants, all based on thorough research and replies to questionnaires. Important reading for those involved in managing visitor attractions.

Floating Hotel in London Plans were announced recently for London's first floating hotel, which will help to alleviate the acute shortage of accommodation for tourists and will provide at least 300 extra beds for the capital. Planning permission has been granted by Tower Hamlets Borough Council for a luxury passenger ship of about 21,000 tons to be moored at Hermitage Wharf in Wapping, a mile or so downstream from the Tower Hotel which has already helped to relocate the pressure for tourist facilities away from the West End, and introduced many visitors to the architectural and sea delights of St Katherine's Dock.

A London firm of shipbrokers, Biancardi and Sons, is looking for a suitable vessel for this unusual role, with the prospect of a four-year trial at Wapping. The current world slump in passenger shipping should help widen the choice of ships available. The vessel chosen will take its place with *HMS Belfast*, *RRS Discovery* and the *Cutty Sark* as another landmark on London's waterfront.

Manchester Guide Bulletin 5:4 mentioned David George's concise and wide-ranging *Introduction to the Industrial Archaeology of Manchester and South Lancashire* copies of which delegates to the 1977 AIA Conference received as a Conference 'perk'. A revised 2nd edition will shortly be available, with additional chapters on windmills, the finishing trades, chemical industries, as and oil engines, electrical engineering and the motor and aircraft industries. The gazetteer and bibliography have also been extensively revised. The author is happy to make copies available without charge to libraries, colleges and societies, although this generosity cannot extend to a free distribution to every reader of this Bulletin. If you or your Society could make good use of a copy however, write to him, David George at 30 Kingsway, Worsley, Manchester M28 4FD. He is also preparing a Manchester Rail Trail,

with illustrations by John Marshall and Brian Lamb, in connection with the L&M Railway summer school at Manchester in July already mentioned in these pages.

Croydon Airport Derek Bayliss writes: Croydon Airport began as a military aerodrome in World War I. It was London's main airport



Photo of control tower
David G Thomas

1920-1939, and after further military use in World War II and a period of relative decline afterwards, closed in 1959. Part is now occupied by a housing estate and by factories, while part remains for the present as open space.

In 1927-8 the first terminal in Plough Lane, Beddington (now gone), was replaced by substantial new buildings in the recently opened Purley Way (A23). The main building was specially designed for passengers to transfer between the planes and coaches to and from London, and also included a control tower. It marked the transition from the informal days of pioneer aviation to the large and highly organised international airports of today. The terminal building survives substantially intact, and is used as offices; the two main hangars also survive.

Interest in the history of the airport has been growing locally, in particular since the publication of the first part of a history of it (*The First Croydon Airport 1915-1928* by Bob Learmonth, Joanna Nash and Douglas Cluett; £1.50 plus postage from Sutton Libraries and Arts Services, Central Library, St Nicholas Way, Sutton, Surrey).

The Greater London Industrial Archaeology Society suggested in 1977 that the terminal building should be listed. Pressure for this increased after hints in early 1978 that the building might be altered for industrial use. The DoE refused listing in May 1978 but fortunately, after further pressure and an approach by Croydon Council, they listed the building in August 1978.

A Croydon Airport Society has now been set up to study the history of the Airport and to monitor proposals for development on the site; in the longer term it is hoped to set up a civil aviation museum in the hangars. A programme of meetings and excursions is being arranged. Full membership costs £5.00 and associate (non-voting) membership £3.00; enquiries should be

addressed to Mr D W Card, Hon Treasurer, CAS, 60 Oak Avenue, Shirley, Surrey CR0 8EF.

The Purley Way from Thornton Heath to Purley was the scene in 1932 of Britain's first major installation of sodium street lighting. This was removed in the autumn of 1978, but a lantern and control gear have been obtained for preservation by the Science Museum, and

two lanterns by the private Museum of Street Lighting set up by Concrete Utilities Ltd at Great Amwell, Herts.

Oral History Seminar at Birmingham on November 11th. Michael Rix has supplied the following account: The seminar was an outstanding success. It was organised by Peter White for the AIA in collaboration with the Oral History Society the headquarters of which are at Lancaster University. There was an attendance of upwards of forty people including representatives of County Record Offices, Extramural Departments, some seven museums up and down England and Wales together with a fair sprinkling of AIA members.

The first contribution dealt with various types of audio equipment, and advice on how best to use them and techniques of storage as part of the maintenance of a collection of tapes. This was provided by Mr Lloyd Stickells of the Department of Sound Archives at the Imperial War Museum. He was followed by a series of personal accounts of collecting taped material from coal miners in different parts of Britain dealing with first hand memories of long past pit disasters, regional dialect expressions for every aspect of this fast changing industry.

In the afternoon Mr Stanley Graham of the Pendle Heritage Centre, using two slide projectors and a tape recording, provided his own account of work in a traditional cotton mill called Bancroft Shed, Barnoldswick which took the audience straight back into Victorian times. Then Dr John Marshall, Vice-Chairman of the Oral History Society gave a fascinating slide show with taped commentary on the prehistoric craft practised until recently in this country - charcoal burning. It revealed how complex, skilful and permanently vigilant it had to be. This was a 'mystery' not capable of being taught by written instruction but only to be learned by example from a deeply

experienced master. Such an experienced master now past retirement age had provided the demonstration for the collection of brilliant and eloquent transparencies co-ordinated with the taped commentary.

The concluding discussion made clear a strong general sense of urgency that this technique required expansion nationwide and emphasised the various fields of Industrial Archaeology in which it could valuably be applied.

The venue was Birmingham Museum and Art Gallery which conveniently provided special catering on the spot, thus saving time, generating sociability and contributing to the smooth running of the seminar.

The Oral History Seminar at Birmingham reported elsewhere has provoked the following response from Joe Pengelly of Plymouth, who attended and took an active part:—

Dear Sir,

At the recent Oral History Seminar held at Birmingham it was a pleasure to hear recorded material that might otherwise have gone unregistered in any way whatever.

Can I, though, without in any way striking a holier than thou attitude, make a plea that some minimal standard of recording quality be established — in the way that British Standards operate. Surely, those of us who work in the oral history field owe it not only to the historians of the future, but to those who give of their time and their reminiscences to commit their words to tape in no less expert way than the enthusiastic amateur photographer registers his images in clear and undistorted terms.

As, too, any reasonably competent amateur photographer will confirm, it isn't the cost or complexity of the camera used that makes good pictures, but rather the skill with which it is used. In this way even a simple box camera properly used can give better results than a sophisticated German or Japanese camera inexpertly operated.

In the same way a simple cassette recording machine — when used properly — can give very acceptable results as compared to those made inexpertly on a more sophisticated machine. In this context those present at the Birmingham Seminar seemed to be committed to the quality obtainable from a German tape recorder, when in fact as good, if not better results, can be obtained from a secondhand British machine at a tenth of the price — and with a quality of playback certainly superior.

Can I also venture to disabuse a Northern representative at the Seminar that the expensive audio equipment his authority has installed can remedy distorted or otherwise defective tapes. No way. Surely, archaeologists have every reason to be grateful to the unknown inscriber of the Rosetta Stone that he at least registered his material in a good clear way and saw no need to rely upon another agency to remedy his deficiencies.

One further point arising from the material at Birmingham was the lack of editing in nearly all the examples. This criticism relates not merely to the editing out of recording faults where no spoken material is overlaid, but to a tape slide presentation using long established techniques such as 'freeze frame' and 'inlay'. In this presentation the interviewer not only intruded, but also allowed subjective judgements and irrelevancies to cloud an otherwise excellent production. Not to submit one's work to pruning

of any kind and to consider its every word to be sacrosanct is surely presumption of a very high order and one that no other discipline would tolerate. By all means preserve the complete recording in cases like this, but when making up a 'presentation' it is both presumptuous and indulgent to incorporate irrelevancies and homespun philosophy of doubtful validity on the part of the interviewer. If oral history is ever to be regarded as an academic study — and it surely deserves to — it must at least aspire to the clarity and quality of the printed word.

Yours sincerely,
Joe Pengelly.

Editor's note: Mr Pengelly's strictures on the unedited nature of the material presented seems to be based on a misapprehension as to the nature of the Seminar. We were concerned at Birmingham primarily with the possibilities of oral history recordings as raw material for future historians, not with producing a series of polished performances for entertainment purposes. Although it might perhaps have shortened the proceedings, selective editing of the longer tapes would have superimposed yet more subjective judgements of the kind rightly deplored in Mr Pengelly's final paragraph. While the style of presentation was far from the concise 'package' familiar to BBC listeners, it did perhaps help to show the variety of ways in which such raw material can be sifted to produce material for social historians, etymologists and specialists in a number of other fields, all of whom will quarry this rich vein to their own advantage.

Golden Railway A railway which has never had a train driver, a guard, or even a solitary passenger celebrated 50 years of success in October 1977.

Every single train on the line runs on time for 22 hours a day, stopping at stations every hour minutes in the 'rush hour'. So it's perhaps surprising that millions of Londoners know little about the railway right under their feet.

For this is the Post Office Railway — the only one of its kind in the world — tunnelling 21 m below the ground from Paddington to Whitechapel and exclusively used for carrying mail between railway stations and sorting offices all across Central London.

About 150 people deal with the mail at the seven stations along the line, split up on three shifts working through the day and night.

The AIA acknowledge the Hoyt Metal Company for this item.

Lime Kiln Census — Correction Readers who responded to Miss Barbara Lees' appeal for information on lime kiln sites known to them may like to know that when news of her national register appeared in Bulletin 6:1 last November, Miss Lees had moved from the address we quoted. Her new address is: 32 London Road, Welwyn Garden City Herts AL6 9JD, telephone Welwyn 7814.

Anyone who has written to her in Leeds and received no acknowledgement might like to write again to Welwyn, since not all mail has been redirected by the Post Office. Details of any lime kiln sites known to readers would be welcomed by Miss Lees.



Can you find your way round the acronymic maze? At the AIA Conference to be held at Ironbridge in September one of the Conference Papers will be compiled by the Museum team who are carrying out a country-wide survey of local industrial archaeological societies. The document to be presented to Conference will contain details of all IA organisations, who they are, where they are, what they have done and hope to do in the future and where further information can be obtained.

To ensure that all organisations, large and small, are represented it is essential that they should first make contact with the Survey Team giving basic details. Stuart Smith is the man. The address is The AIA, The Wharfage, Ironbridge, Telford, Salop TF8 7AW, telephone number 095-245 3522 (during working hours) or 0952 586077 at home.

Whipple Museum of History of Science This well known museum in Cambridge has just produced a small booklet entitled 'Selected Exhibits'. The varied exhibits are chosen and described by the museum's curator, David Bryden and further details of the museum and its exhibits are obtainable from the Whipple Museum, University of Cambridge, Free School Lane, Cambridge.



Croydon Steam Boot Factory Listed Cooper's Steam Boot Factory, 4 South End, Croydon, (TQ 324 648) was the town's largest industrial

employer from soon after it was built in the 1860s-70s until Cooper & Sons moved to Northampton in 1894. The firm developed the sale of boots to agricultural labourers on the instalment plan.

From 1894 until recent years the factory was used as a furniture depository. Its elaborate brick facade is a well-known local landmark, and an interesting example of the various styles favoured by some manufacturers in the second half of the 19th Century. For some years it has belonged to the owners of the adjoining garage, and has been empty. A proposal to use it for an antiques supermarket came to nothing. It has been offered for sale for three years, or a six-figure sum, but without any takers. The owners recently put in a planning application to demolish it and build shops, offices and flats on the site. But the Croydon Society, supported by the Greater London Industrial Archaeology Society, has succeeded in getting it listed.



Heatherslaw Mill stands on the bank of the River Till in North Northumberland midway between the picturesque villages of Ford and Etal. It is about 120 years old but a water driven corn mill has stood on this site since the thirteenth century.

Visitors enter the mill at the front where horse-drawn carts used to unload their 16 stone sacks of wheat or barley. Immediately inside the door is the sack hoist which lifted these to the top floor. The wooden water wheel which is an exact replica of the original can be seen turning in the mill race. One half of the mill has been carefully restored to full working order and the visitor can see how the shafting and gearing carried the power to the mill stones and how the grain dropped through the stones and was ground into flour or meal. Also can be seen how the flow of grain was controlled by adjustments on ropes and screws; how the stones were set to the correct pressure for grinding; and how the miller, bagging off the finished flour on the lower floor could stop the mill or adjust the shake of the 'shoes' on the floor above without climbing the stairs.

Pearl barley was the main product of this mill for the last 50 years of its working life. The barley mills are characterised by their vertically-mounted stones, the elevators and grain dressers, the dust extractors and the timing clock, all driven by a system of shafts, belts and pulleys from the great under-shot water wheel. These barley mills, one in working order, are almost unique.

On the upper floor there is a display of millwright's tools; examples of the grain processed by the mill; also photographs of a great flood; a scale model of a travelling thresher commonly used in this district until the advent of the combine harvester.

For further information contact:
Mr W Dixon, Ford Forge Cottages, Crookham, Cornhill on Tweed, Northumberland TD12 4TJ
Telephone Crookham (089 082) 304.

'Our Past Before Us: Why Do We Save It?'

7 April. 1000-1800

Industrial Archaeology in France

18-19 April

Waterfront Archaeology in Northern European Towns

20-22 April

Life and Works of Thomas Telford

27-29 April

200 Years of Cotton and Steam

12 May

Historical Metallurgy Society

12 May

Industrial Archaeology in the Netherlands

25-28 May

Thomas Newcomen Commemorative Symposium

23 June

Easter and Summer schools in industrial archaeology are also offered at a number of centres; the Please enclose sae when enquiring.

At Snowdonia National Park Study Centre, Plan Tan y Bwlch, Maentwrog, Blaenau Ffestiniog, Gwynedd, LL41 3YU. Telephone Maentwrog 324/334.

At Peak National Park Study Centre, Hosehill Hall, Castleton, Derbyshire, S30 2WB, Telephone 0433 20373.

At Whernside Cave and Fell Centre, Dent, Sedburgh, Cumbria, LA10 5RE. Telephone 05875 213.

At Kindrogan Field Centre (Scottish Field Studies Association), Enochdhu, Blairgowrie, Perthshire, PH10 7PG. Telephone Strathardle 286.

Symposium at University College, London, organised by UK Committee, International Council on Monuments and Sites. Speakers include Bevis Hillier, Peter Fowler, John Popham, Matthew Saunders, Elizabeth Beazley, Lady Sayer. Held at University College, London, and limited to 300 delegates. Fee £4.00 excluding lunch. Details from Marcus Binney, Secretary UK/ICOMOS, c/o Country Life, King's Reach Tower, Stamford Street, London SE1.

Conference at Bordeaux in conjunction with 104th Congress of Learned Societies. May be extended to 3 days if there is sufficient interest. Details from CILAC, EHESS Bureau 706, 54 Boulevard Raspail, 75270 Paris, Cedex 06, France.

Weekend conference at Museum of London, Details from Henry Cleere, Director, Council for British Archaeology, 112 Kennington Road, London SE11 6RE, Telephone 01-582 0494.

Weekend seminar at Ironbridge Gorge Museum. Details from Alastair Penfold, Ironbridge Gorge Museum Trust.

18th East Midlands Industrial Archaeology Conference organised by Nottinghamshire IA Society. At Portland Building, University of Nottingham. Papers by Dr Jennifer Tann and Dr R L Hills, and visit to Basford pumping engine in steam at Wollaton Hall. Details from Linda Williamson, 47 Longhill Rise, Kirkby in Ashfield, Notts.

Held on Teesside to coincide with Gilchrist Thomas centenary celebrations organised jointly by Cleveland Institution of Engineers and the Metals Society. Accommodation limited, preference to HMS members, but serious enquiries to Charles Blick, Treasurer HMS, 16 Sycamore Crescent, Bawtry, Doncaster, DN10 6LE.

Informal trip organised by Sheffield Trades Historical Society, to include visit to 144" Cruquius pumping engine of 1849. Cost about £65. Write **immediately** to M J Tilley, 2 Page Hall Flats, Bolsover Road, Sheffield, S5 6UT.

Organised by the Newcomen Society to mark 250th Anniversary of Newcomen's death. To be held at Dept of Civil Engineering, Imperial College, South Kensington. Details from Newcomen Society.

Industrial Archaeology in Worcestershire
27–29 April

ca. £30. Details from Mrs Jean Jackson, address above.

Shrewsbury and the Welsh Marches
4–11 August

ca. £65. Details from Mrs Jean Jackson, address above.

Newcomen Society Summer Meeting
9–13 July

Based at Wrexham, North Wales, with visits to a variety of sites including Pontycysyllte and Bersham ironworks. Details of membership of Society and of Summer meeting details from J W Butler, MIBF, Executive Secretary, Newcomen Society, Science Museum, London SW7. Telephone 01-509-1793.

Practical Industrial Archaeology
14–21 July

Practical course in survey, photography and excavation at Esgair Hir and Esgair Fraith lead and copper mining complex near Aberystwyth. Directed by David and Marilyn Palmer. Tuition fee £8.75, accommodation available at Aberystwyth University, costing ca. £55. Details from Miss E Sutherland, Vaughan College, St Nicholas Circle, Leicester.

Industrial Archaeology in West Yorkshire
23–29 July and 20–26 August

Emphasis on transport and industrial architecture. Based in Haworth and directed by Robert Shaw. Details from 25–27 Main Street, Haworth, Keighley, West Yorkshire, BD22 8DA.

Railway History and Industrial Archaeology
23–28 July

Organised by Manchester Polytechnic to mark 150th anniversary of Liverpool and Manchester railway. Visits to Cromford and High Peak, Dinting and sites on the L & M Railway. Accommodation available at Loxford Tower Hall of Residence, All Saint's, Manchester, at £37.50 including meals. Non-residents £3. Transport £7 extra. Numbers limited to 50. Applications to A D George, Dept of General Studies, Manchester Polytechnic, John Dalton Building, Charter Street, Manchester, M1 5GD, Telephone 061-228 6171.

The Midlands Canals in Town and Country
28 July – 4 August

Based like previous courses in Avoncroft Residential College, directed by Lewis Braithwaite and Keith Turns of Warwick and Birmingham Universities' Dept of Extramural Studies. Includes canal trips and rare feature film PAINTED BOATS. Cost £63. Details from: Avoncroft College, Stoke Heath, Bromsgrove, Worcs, B60 4JS.

At the Draper's Field Centre (Field Studies Council), Betws y Coed, Gwynedd, LL24 0HB. Telephone Betws y Coed 494.

Quarries, Mines and Railways in North Wales
1–8 August

Directed by John Horsley-Denton, and including strenuous visits to remote and long-abandoned mining sites, with practical survey work. Tuition in photography also available. Cost £56.

The Industrial Archaeology of East Central Scotland
11-18 August

Based in Belmont Hall, University of Dundee. Topics include coal, jute, flax, and whisky. Residential or non-residential terms available. Details from Anthony J Cooke MA, Dept of Extra Mural Education, The University, Dundee, DD1 4HN. Telephone 0382 23181 extension 431.

Evening meeting

Institution of Structural Engineers
12 May

History of Structural Engineering Study Group proposed visit to Bristol (Clifton Suspension Bridge, ss Great Britain, etc). Details from Michael Bussell, 23 Fitzgeorge Avenue, London W14.

Pennine Waterway, Gordon Biddle, Dalesman Books, 1977. £1.75. A pictorial history of the Leeds and Liverpool Canal divided into its relevant sections. The illustrations and drawings are of a high quality and the booklet contains a most interesting chapter on the maintenance of the Canal.

Caradon and Looe. The Canal, Railways and Mines. M J Messenger. Twelveheads Press, Chy Mengleth, 126 pp. Paperback £2.50 (Hardback available to order £4.00). Initial chapters on history of the canal company and the Liskeard & Caradon and Liskard and Looe railways, based principally on archival sources, and a summary of the features to be seen along the routes today. Many little-known photographs from glass negatives, reproduced to a high standard.

Transport and Industry in Greater Manchester P H Abell, published by the author at 14 The Croft, Elsecar, Barnsley, South Yorkshire, 1978, £1.50. An eightyfour page booklet explaining in general terms the history of transport in the Manchester area.

The Post Office Railway, London. Derek A Bayliss. Turntable Publications, £3.50. A full history and description, by an AIA member, of the driverless remote-controlled electric railway that has carried the mails under London for more than 50 years. It also tells the story of the Pneumatic Despatch Co's unsuccessful railways of the 1860s and 70s.

Food, Clothes and Shelter Twentieth Century Industrial Archaeology. John Baker 1978 £5.95. Kenneth Hudson turns his perceptive eye on the development of consumer industries and of domestic housing since 1900. Topics covered in detail include dry-cleaning, the development of the supermarket, Cornish Units and other prefabricated housing and man-made fibres. Many rare and unusual illustrations and an extensive bibliography.

City of Carlisle Industrial Trail, a free leaflet has been published describing the major industrial sites in Carlisle and is obtainable by sending an SAE to A D George 30 Kingsway, Worsley, Manchester, M28 4FD.

AIA Bulletin is published 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 Membership Secretary Association for Industrial Archaeology, The Wharfage, Ironbridge, Telford, Salop TF8 7AW England (095-245 3522).