

The foundering on 3 August of the excursion vessel *Prince Ivanhoe* after being holed on a rock off the Gower coast comes as a disappointment to the many well-wishers of the Paddle Steamer Preservation Society, credited with re-opening passenger sailings in the Bristol Channel when P & A Campbell's White Funnel services ceased last year, after more than ninety years. The PSPS saw the *Prince Ivanhoe* as a means to help raise funds for the operation of their principal asset, the Clyde paddle steamer *Waverley*, recently reboilered at a cost well in excess of £100,000. The fact that *Prince Ivanhoe* had served only a few months in that capacity before her sinking means that her contribution to the Society's coffers can hardly have been substantial.

Many will wish to commiserate with the Society's members on this setback. It closely follows previous incidents to the *Prince Ivanhoe*, which touched the bank on her way up the Avon on 1 May and had to be dry-docked at Barry at a reported cost of £10,000 and to the *Waverley* which stranded on the Gantocks in the Firth of Clyde in 1979 and had to land her passengers in small boats. But it is more generous than realistic to murmur 'bad luck'. The safe and responsible operation of a merchant ship is achieved by sheer competence and professionalism, not by 'luck'. An enquiry is likely into how the *Prince Ivanhoe* came to be wrecked in ideal summer conditions in well-charted waters, her engine room having been flooded through a long gash below the waterline. The earlier mishaps that had befallen her (there were reports of a collision with piles off Minehead earlier the same day) suggest that her owners may have put her into passenger service before they were thoroughly familiar with how she handled or that, like the *Waverley* two years previously, the *Prince Ivanhoe* was being navigated with more exuberance than precision. Members of the Paddle Steamer Preservation Society, whose contributions helped to purchase, refit and equip both vessels, will be as interested as anyone in the findings of any such enquiry. It is of some consolation that the name lost from the fleet is that of *Prince Ivanhoe*, a motorship of no great historical significance built in 1951 by Denny of Dumbarton as the *Shanklin* for the Isle of Wight ferry service and neither 'vintage' nor a 'steamer' despite some colourful press reports; the loss of the *Waverley*, unique as the last sea-going paddle steamer, would have been considerably more serious.

If anything positive can be said to have come out of the wreck of the *Prince Ivanhoe*, it is the

reminder to all of us involved in operating historic transport that this privilege carries with it grave responsibilities for the safety of both vehicle and passengers. The law can and should hold us no less responsible for the safety of our visitors merely because we are motivated by enthusiasm rather than by profit. The Railway Inspectorate and similar authorising bodies may occasionally exercise their discretion in favour of preservation societies faced with particular operating difficulties, but we should not interpret this as licence to fall below the highest standards of operating safety and professional competence. This realisation should serve as a stimulus rather than a curb to our enthusiasm. For it is little comfort for someone scalded by a mis-fitted boiler plug or obliged to clamber for his life from a sinking ship to reflect that his predicament is attributable to philanthropic preservations rather than mercenary professionals.

Suffolk IA Society. A meeting was held in the Abbot's Hall Museum, Stowmarket, on June 25th to consider the possibility of forming an industrial archaeological society for Suffolk. The combination of a fair turnout plus numerous letters expressing interest from others unable to attend, led to the decision to elect a working party to prepare a constitution and to make arrangements for launching a society formally. Convenor of the working party is John Jones, of Hines Farm, Middlewood Green, Earl Stonham, Stowmarket, Suffolk (Tel Stonham (044 971) 448), and he would be delighted to hear from those interested in joining the group, so that he can notify them of the first meeting.

Panel of Lectures in Industrial Archaeology.

The Council of the Association frequently receives requests from interested groups for speakers on industrial archaeological topics. Council therefore wishes to prepare a list of speakers to meet this need. The list would also be sent to affiliated societies to help them provide good speakers for their lecture meetings. If you wish to be included in such a list, would you please fill in the form enclosed in this Bulletin and send it to:

David Palmer, Chairman of the AIA Education Group, 54 Chapel Street, Measham, Burton-on-Trent, Staffs, DE12 7JD.

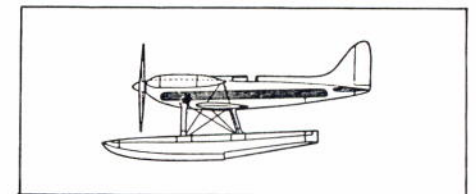
Industrial Archaeology in and around Norfolk.

Your AIA Bulletin packet is a little different this time because of a decision made by the AIA Council earlier this summer.

As an experiment, and one which appears to have been very successful, the Council had a weekend meeting at Ironbridge in July when they were able to spend a great deal more time discussing more fully several items which had been featuring on Agendas. Paul Stephens (AIA Secretary) will be writing to all members about the discussions in due course but a 'working party' set with the task of deciding on future publication policy were unanimous in recommending to the full Council that, as and when funds permit, the Association should publish 'Bulletin extras' and monographs on specific subjects, where these are offered to Council.

The Bulletin extras will probably be topographical, in the first instance at least, will be given to AIA members as part of their subscription, but will also be sold in the areas concerned as a general service to industrial archaeology and as a means of publicising the Association.

David Alderton, as 1981 Conference organiser, had a set of notes already prepared for the area around Norwich, so the first issue of the new series is an East Anglian one. We would be interested to have your comments which should be sent to Stuart Smith at Ironbridge.



Schneider Trophy Anniversary. As many members may be aware 1981 marks the 50th anniversary of the Schneider Trophy being won outright by Britain. During the weekend of September 12/13 this will be celebrated at Calshot by an exhibition a display by large radio-controlled models of the original entrants, a full-size replica of the Supermarine S5 which won the 1927 race in Venice, the Spitfire and Supermarine S6 from the Mitchell Museum will be on static display and other preserved aircraft may be flying. It is not yet known if the Sandringham will be ready to fly, but Concorde certainly will be — round the trophy course. The events will be supported by a week-long exhibition at Calshot and on the Saturday evening a commemorative lecture will be given at Southampton University on R J Mitchell.

Basingstoke Bristols. Readers may be interested to hear that the last of a long line of 'Lodekka' type double-deck Bristol buses have recently been withdrawn from service with Hants & Dorset at Basingstoke.

Since they had a separate 'half-cab' for the driver, these vehicles had to be operated by a crew of two. Thus, with the introduction last September of all one-man operation at Basingstoke, the remaining examples (six in number) had to be withdrawn. The last survivor of all was still standing in the bus park at Basingstoke in February, awaiting transfer to its new owners (said to be a dealer, Martin's of Middlewich, Cheshire). Although it was still in working order, its running number (203) and the name of its former owners (Hants & Dorset) had been painted out.

The class of buses represented by 203 were known locally as 'Jumbos', although classified officially as Bristol 'FLFs'. They were the final development of a series which started with the original Bristol 'Lodekka' (class 'LD') in the early 1950s; these were rear-entry vehicles, and were easily recognised by the enclosed radiator, and by the sloping base to the right-hand side cab window.

Later developments of the 'Lodekka' were class 'LDL' (lengthened version of the 'LD') followed in the 1960s by class 'FS' (similar in appearance to the 'LD' but with a horizontal cab window base). Further variants were class 'FL' (lengthened version of the 'FS') and classes 'FSF' and 'FLF' (being front-entry versions of the 'FS' and 'FL').

Examples of five out of the six classes were to be seen working in Basingstoke until quite recently. At the end of 1977, the 'LDs' were represented by the yellow-painted driver instruction vehicle No 9098, while classes 'FS', 'FL' and 'FSF' were represented by Nos 128, 1207 (on loan from Southampton) and 3479, respectively. These, together with several examples of class 'FLF', worked alongside modern rear-engined Bristol 'VRs' (the first six of which were introduced in Basingstoke in 1973). Strangely enough, despite the difference in capacity, the double-deckers were (and still are) often used to cover rosters for single-deck buses, and vice-versa.

Now, apart from occasional visits by driver instruction vehicles based elsewhere (examples of classes 'FS' and 'FLF' having been noted recently), all the double-deckers working at Basingstoke are 'VRs', while the single-deckers are also all modern vehicles (Bristol 'LHs' and Leyland 'Nationals').

Some members may remember the much older Bristol 'K' type rear-entry double-deckers that worked in Basingstoke up to about 1972. These were distinguished by their exposed radiator at the front, and had a side gangway upstairs (instead of the usual centre gangway). Your writer was lucky enough to see one of these vehicles three years ago, standing derelict on the site of Cudworth Station (Hull & Barnsley Railway) in Yorkshire, which nowadays forms part of a vast complex of bus dealers and scrap merchants.

This particular bus was in Hants & Dorset green livery (and probably came from Bourne-mouth), whereas the Basingstoke examples would of course have been in Wilts & Dorset red (Wilts & Dorset later being amalgamated with Hants & Dorset under the National Bus Company reorganisation).

Bristol 'Ks' can still be seen in the Hampshire

area, open-top versions having been preserved by J V Scanlan of Basingstoke (ex-Hants & Dorset 1128) and by Ian Cross of Ash Vale (ex-Southern Vectis 703). Last year, Southern Vectis 702 (sister vehicle to 703) was reported to be still at work on the Isle of Wight, although usually used only for private hire purposes.

Ken Cole

We are grateful to the Southampton University Industrial Archaeological Group for the two articles printed above.

Observations on the Belsize Car and works, Manchester. As a result of publicity given by motoring correspondent Keith Ward in the **Manchester Evening News** to recording activities at the city's former motor works, additional information has come to light. It was reported that the NW Museum of Science and Industry had recently acquired a Belsize car

taxicab. As well as the fire engines (T-type) which he worked on, there were also Royal Mail vans produced and a three ton lorry, a large batch of which were sold to the War Office, which had to be tested with a load of 3 tons going up a steep hill (Junction Street?) near Piccadilly Station. Next to the Belsize Motor showrooms (pictured in the recent Evening News feature) was the canteen where he would leave his dinner at 5.55 am on the way in to be warmed up. Finishing time was 5.30 pm. Opposite the showrooms was the body shop now reduced to a few fragments of walling and broken windows, where skilled coachbuilders worked, the tinsmiths, and at the back the paintshop where the painters used expensive camel hair brushes for the finishing coat — a reflection of the high standard of workmanship.

Mr Harrison also worked on the prototype



for their new vintage transport display at the Liverpool Road Gallery (Merseyside County Museums in Liverpool, incidentally, have already established such a collection including motor vehicles manufactured in the area as have Bradford Industrial Museum featuring the famous Jowett car and Scott motorcycles) and Mr J Hirst proprietor of Ripponden and District Motors Ltd of Sowerby Bridge has reminded the writer that he maintains a 1920 Belsize tourer which is at present under wraps.

Mr G L Bateson of Heaton Chapel remembers two other Belsize makes in particular, the Belsize taxicabs and the Belsize Bradshaw 8.9 hp, two of which he owned at various stages — one a 1924 two seater 'drop head coupe de luxe' which he bought for £20. The engine was designed by Granville Bradshaw, a very innovative engineer of the period. The engine was air and oil cooled, the front wheel track was wider than that of the rear wheels and the doors were particularly narrow.

Mr W G Harrison of East Didsbury who left school in 1913 started as an apprentice at the Belsize Motor Works in Clayton. In those days one of their main products was the K type

1909/10 Belsize 2 seat tourer, 10/12 hp with original acetylene/oil lighting, acquired in 1979 by the North West Museum of Science and Industry

of the post-war open tourer and recalls that late in 1918 with only the toolroom available, the parts were made on the nightshift and the model was constructed outside the door.

Lastly, Mr A J Pearson of Moston adds some detail of the background of the works in that period. Brought up in Clayton, he remembers that most of his neighbours worked at Belsize and his eldest brother being a bound apprentice there. He himself got a job at a local garage run by an ex top Belsize mechanic and there was a lot of work rectifying faults on the taxicabs at the twice-yearly inspection. He confirms that Belsize vans on contract to the GPO carried mail from, eg Ashton under Lyne. Chassis from the works were tested up Mottram Hill and around.

A D George

Waterways Board seek re-classification of Restored Waterways. The British Waterways

Board have received the Consent of the Secretary of State for the Environment to promote a Private Bill in the 1981/82 Session of Parliament.

Among the provisions in the Bill will be a Clause, the effect of which would be to re-classify certain lengths of Remainder Waterway which were restored in the 1970s with financial assistance from the riparian local authorities. The Board believe that re-classification would secure further investment by the private sector in these waterways and give confidence for the future.

In 1970 the Chairman of the Board embarked on a series of discussions with the then riparian local authorities having Remainder Waterways within their areas to ascertain their views as to the future role which these waterways might play in the environment. As a result of these discussions, agreements were reached with the local authorities whereby they contributed towards the cost of restoring the length of waterway concerned to Cruising Waterway standard, and undertook to pay for the additional maintenance cost over and above that which the Board are bound to finance under the Transport Act, 1968.

The waterways concerned are:-

The Ashton Canal (Ducie Street Junction,, Manchester to Dukinfield Junction, Ashton)

Lower Peak Forest Canal (Dukinfield Junction to Marple)

Caldon Canal (Étruria to Froghall)

Caldon Canal (Leek Branch)

Erewash Canal (Long Eaton to Langley Mill)

Monmouthshire & Brecon Canal (Brecon to Pontypool) and

Grand Union Canal (Slough Arm).

If Parliament approve the Board's proposals the costs will continue to be met by the local authorities concerned in accordance with Agreements made with the Board for periods of years.

Musee de la Mine - Le Molay Littry, Lower Normandy. Paul W Sowan of the Croydon Natural History and Scientific Society has supplied the following note:-

"The two now entirely agricultural parishes, now joined into one, Le Molay and Littry 10 km or so to the south-west of Bayeux in Lower Normandy, were formerly the centre of a quite extensive minor coalfield worked from 1741 onwards. The last mine closed in or about 1950, but as early as 1902 a museum devoted to the local pits was established and this continues to operate and is of considerable interest and well worth a visit.

Although not on the scale of Beamish or Ironbridge, the museum is nevertheless a valuable exercise in industrial archaeology and history in a country where such things appear to be somewhat neglected. The display comprises a small theatre where an audio-visual introduction (currently available only in French) is presented. The visitor then proceeds to the 'Historic' display room, from which point on a most helpful tape-recorded commentary in English is provided (or in French if preferred!) The magnificent centrepiece is a large 1798 steam engine, constructed by J-C Perier for the Littry mine, and used for raising both coal and water from the shaft. There is an excellent collection of artefacts and documents, entirely or mainly of local provenance, illustrating methods of working and transport, conditions of working, and so forth.

There follows a (wholly above-ground and re-

constructed) 65 metre 'mine gallery' very effectively constructed and stocked with exhibits to demonstrate the development of mining techniques and conditions underground during the life of the Molay/Littry mines. Finally, there is a further display hall devoted to more modern mining methods, with as centrepiece a huge and incredibly detailed scale working model of a late 19th century mine building and machinery, constructed in 1890 by students at the French School of Mines. In the grounds there are a tall square stone chimney stack - evidently one of the few remaining tangible relics of the industry - and various items of mine rolling stock. There is a useful short guide-book (in French), a set of five postcards of the museum, and various more voluminous and detailed publications dealing with aspects of the coal-field and its mines'.

Tenth North-West Regional IA Conference.



The Yorkshire Archaeological Society and the Yorkshire Dales Railway, are combining two separate but linked features over the weekend of Saturday/Sunday 17th and 18th October 1981 to provide a veritable feast of IA.

On Saturday there will be a conference at Leeds Industrial Museum, Armley on the theme 'Watermill to Industrial Museum' with Peter Kelley (Curator of Leeds Industrial Museum) and Philip Mayes (County Archaeologist) speaking and field visits to Thwaite Mills or industrial Leeds including the Middleton Railway Depot. The Conference fee is £2.50 and details can be obtained from Mrs N M Cooper at 307 Spen Lane, Leeds telephone number 0532 755152.

Moving to Skipton later in the day the Yorkshire Dales Railway have booked the Soroptimists Rooms in Otley Street for a lecture at 8 pm by **Dr Arthur Raistrick on Lead Mining in the Yorkshire Dales**. The following morning, Dr Raistrick will be leading a guided walk over Grassington Moor (9.30 am from Skipton) followed by a visit to a watermill and an afternoon trip (with tea aboard) on the Yorkshire Dales Railway steam train. The inclusive cost, excluding overnight accommodation, will be about £3.50 and the YDR are prepared

to book bed and breakfast accommodation in Skipton on receipt of a non-returnable deposit of a further £2.00.

John Keavey is the organiser for YDR and can be contacted at 17 Uplands, Skipton, North Yorkshire, telephone number Skipton (0756) 5005.

Clevedon Pier. Peter Mason, executive director of consulting engineers Portland Associates, has written recently referring to the Public Enquiry, held in Clevedon, Avon, which considered the Woodspring DC proposals to demolish the pier. He writes:-

By a survey of the pier, and with the help of divers, an examination of the wrought-iron screw piles was carried out. We managed to produce enough evidence to convince the Inspector, Mr John Eyre, RIBA, ARICS, MRTPI, that the pier

was not in imminent danger of collapse and, with sufficient money, could be rehabilitated. He recommended to the Minister that the application be refused and the Minister accordingly upheld this recommendation. The Pier Preservation Trust is now in the course of preparing plans to raise finance for urgent repair work and the ultimate rehabilitation of this rather graceful example of a Victorian pier.

Medieval Floor Tiles — how they were made, J Patrick Greene. Illustrated booklet by the Director of Norton Priory Museum, describing results of archaeological experiments based on the kilns, moulds and other evidence excavated at Norton Primary. Includes suggestions for copying the tiles in a house kiln, and locations where original medieval tiles can be seen. Price 30p, by post 40p, from Norton Priory Museum, Nr Astmoor, Warrington Road, Runcorn, Cheshire WA7 1RE.

Fleet Books. Sixteen titles cover the whole of Great Britain and give details of all bus operators in a particular area with, where applicable, some data on the tramway, trolleybus and even horse bus proprietors which preceded them. Modestly

priced and of some value to the industrial archaeologist: details can be obtained from Transport Book Publishers, A M Witton, Room 20, City Buildings, 69 Corporation Street, Manchester M4 2DE.



AIA Bookshelf

Mines of Grassington Moor and Wharfedale, Northern Mine Research Society, 1980, £2.50. No.13 of the **Memoirs of British Mining**, published by the Society is obtainable from Mrs H Bird, Northern Mine Research Society, 41 Windsor Walk, South Anston, Sheffield S31 7EL. A well-researched paper of considerable interest to industrial archaeologists and paying particular attention to the surface remains. There are useful chapters on smelting and the miners themselves. A further ten volumes of **British Mining** are now in preparation covering mining activities in the whole of Great Britain and these are eagerly awaited.

Pennine Lead Miner: Eric Richardson of Nent Head, Dalesman Publishing Co. Ltd., Clapham via Lancaster, 1979, £1.15. This booklet, based on the recollections of a well-known miner of the Northern Pennines is not a text book of mining but contains many incidentals that put flesh on the bare bones of mining statistics. Compulsive reading.

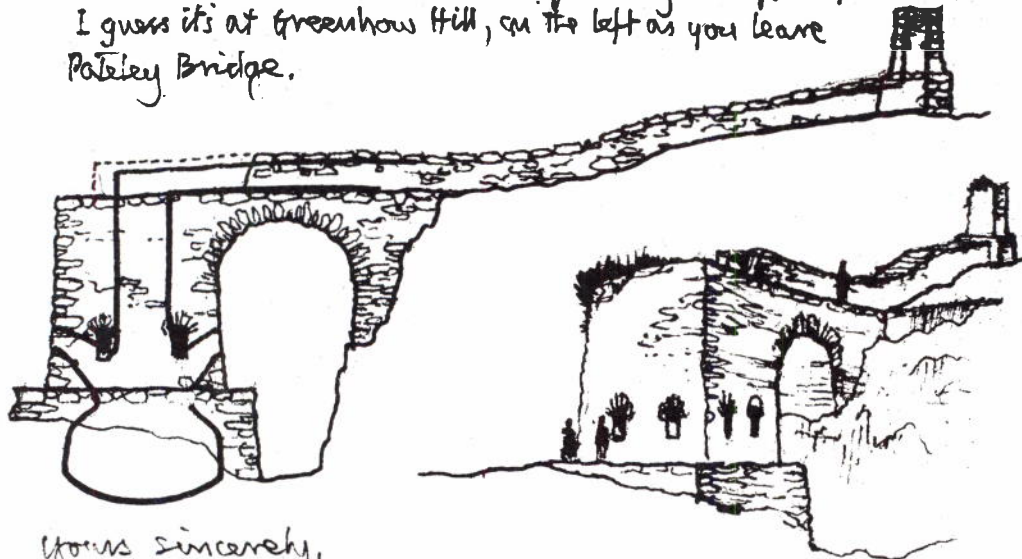
The Teign Valley Silver / Lead Mines 1806-1880, British Mining No 15 published by the **Northern Mine Research Society of 41 Windsor Walk, South Anston, Sheffield S31 7EL** is obtainable at £2.50 and continues their monograph series. The author is **Christopher J Schmitz** and in 120 pages of lucid text and clear diagrams together with good photographs he explains the mining history of this interesting area. For further details of this society contact the Publications Secretary at the above address.

The Lead Smelting Mills of the Yorkshire Dales and Northern Pennines, Robert Taylor Clough, Stoneleigh, Utley, Keighley, West Yorkshire, Tel.0535 605222, 1979, £25/ including postage. ISBN 09506446 0 9. New and enlarged edition by the Scholar Press, limited to 750 signed copies of a classic work first published privately in 1962 and now out of print. Uniquely detailed survey, based on a lifetime of research and fieldwork, with many hitherto-unpublished old photographs and superb survey drawings (the author is Chairman of the Bradford Branch of the RIBA). Sets out to prove that a definite functional tradition of mill building did exist with methods handed down from father to son. New bibliography on water-power and early mining technology. If you can't afford one, pester your Library to do so!

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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).

Dear Sirs,
Re your article in the AIA Bulletin Vol 8 No 2 on Potent Lime Kilns, I've sketched below a structure similar to that described, which is situated about 3 to 5 miles E or N of Pateley Bridge in Yorkshire. I guess it's at Greenhow Hill, on the left as you leave Pateley Bridge.



Yours sincerely,
Falcon Diblewood

AIA Calendar

Passenger excursions along the Manchester Ship Canal
19 - 20 September

The Country House of the Victorian Industrialist
25 - 27 September

The History of the Coalport Company
3 - 4 October

Marketing the Industrial Heritage for Tourism
7 - 8 October

The Market Town Foundry
9 - 11 October

Ceramics in the Victorian Home
23 - 25 October

The English Household before the Industrial Revolution
6 - 8 November

Further details available from Institute of Industrial Archaeology, Ironbridge Gorge Museum, Ironbridge, Telford TF8 7AW.

Possibly the last opportunity to cruise in a Mersey ferry boat from Liverpool right up to Manchester (returning the following day) before the economic recession claims the whole of Manchester's dock system. Early booking advised, details from Co-op Travel Service, Manchester.

At Attingham Park. Visiting speakers: Jill Franklin, Clive Wainwright, Andrew Saint.

At Ironbridge. Visiting speakers: Geoffrey Godden, John Smith, John Twitchett.

At the Telford Hotel, Great Hay, Ironbridge. In association with the English and the Wales Tourist Boards.

At Attingham Park. Visiting speakers: W K V Gale, David Alderton, Roy Brigden, Dr Hugh Torrens, C McCombe, Nigel Harris.

At the Telford Hotel, Great Hay, Ironbridge. In association with the Victorian Society. Visiting speakers: Paul Atterbury, Elizabeth Aslin, Clive Wainwright, Richard Dennis, Jane A Wright.

At Attingham Park. Visiting speakers: Peter Brears, Thomas Crispin, Frances Palmer, Andrew Brooker-Cary, Jim Kelly.

VOLUME 9 NUMBER 1

Michael Rix dec 26 September 1981.

It was tragic and yet in a way rather appropriate that Michael Rix should have died during a visit to an industrial plant in the West Midlands. For more than three decades he had been an enthusiastic participant in many such visits. Michael suffered a severe heart attack in the early summer, from which he seemed to be making a steady recovery, but he collapsed and died on Saturday 26 September during a visit to Walsall Power Station with the Newcomen Society. A memorial service was held in Wolverhampton on Friday 2 October, at which the Association was represented, and we take this further opportunity to express our condolences to his widow and family.

Michael Rix will be remembered as one of the founding fathers of Industrial Archaeology in Britain, and it is generally accepted that he was the first to use the term in print. But Michael's lively mind followed many other themes. He was a man of boundless interests, whose enthusiasms were never confined by the

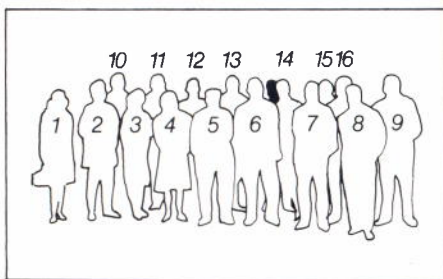
arbitrary limits of academic subjects, who was as ready to gasp with delight at a flint arrowhead as at the most ornate of beam engines, as appreciative of flying buttresses as of industrial ballads. In an era of increasing and sometimes stultifying specialisation, he refused to be pigeonholed as an authority on any one subject, and tramped happily over the whole rich field of historical learning.

Michael grew up in the London area and attended St Paul's School, before he went up to University College, Oxford. He served in the Education Corps during the Second World War, and, like so many of the Corps's officers, entered the sphere of civilian adult education in peacetime. He joined the Extramural Department of the University of Birmingham in September 1946 as resident staff tutor for Wolverhampton and district, and remained a member of the Department until September 1980, when he retired at the age of 67. In 1950 he was appointed by the Department to the post of Tutor in Local Studies at the Shropshire Adult College, Attingham Park, which was to prove one of the turning points of his life. Through his work at Attingham he became acquainted with the industrial monuments of the Ironbridge Gorge, and developed a consuming passion for the remains of the

Industrial Revolution. In 1953 he became the Department's staff tutor in architectural history, a post which he held until his retirement. He returned, by choice, as he always insisted, to live in Wolverhampton, for he had a great love of the Black Country and its people.

Michael Rix's early studies were in the field of folk life and anthropology, but his interests and influence in the late 1940s and 50s were extensive, and he was a lively element in that widespread ferment in university and adult education circles in the Midlands from which emerged such concepts as landscape history, vernacular architecture and the study of the deserted settlement. From the mid 1950s he was best known as an advocate for the conservation of industrial monuments, but he remained essentially a polymath. A story often told in adult education circles concerns a lecture on industrial archaeology which he had arranged to give in Clun Museum. On seeing the museum's remarkable collections of flints, he decided to lecture on prehistory instead, and did so with great lucidity.

Michael Rix was a founder member and vice-president of the Association for Industrial Archaeology, and was a member of the executive board of the Ironbridge Gorge Museum Trust from the time of its establishment. The list of



We are grateful to Audrey Morton for lending us the photograph reproduced here. It shows Michael Rix taking part in the 1st Annual Conference of the Historical Metallurgy Group held in September 1965. Also in the picture are: Mr and Mrs Norman Bridgewater (3/10), Audrey and Reg Morton (4/5), Norman Mutton (11), John Butler (12), W H Bailey (13), Fred Williams (6), Ken Barraclough (14), Michael Hallett (7), Henry Cleere (8), Alan Shorer (15) and the Coach Driver (9). We should like to know the names of 1, 2 and 16.



his publications is not especially long. He contributed numerous short notes to **The Amateur Historian** and later to the **Journal of Industrial Archaeology**, but three works stand out above the rest. The first was his article on 'Industrial Archaeology' in **The Amateur Historian** ii.8, 1955, in which he suggested that there was much of interest and sometimes of beauty to be found in industrial landscapes. It is impossible for anyone who has grown up since that time to appreciate how revolutionary were the sentiments in the article, even if the thinking behind it was shared with other academics. In 1964 he put forward 'A Proposal to establish National Parks of Industrial Archaeology' in the **Journal of Industrial Archaeology** i.3. Much of the article concerned Ironbridge, and in some ways he did no more than reiterate some of the arguments concerning what should happen to the monuments of the Ironbridge Gorge which were being discussed quite widely after the designation of the area as part of a New Town, but the piece had a prophetic quality, and it is fascinating to re-read it on a sunny late autumn day in 1981, as schoolchildren from Rubery, polytechnic students from Leicester and tourists from Belgium make their way through Coalbrookdale, are fascinated by the Museum of Iron and stand in admiration of the Iron Bridge. His third publication of especial note was the pamphlet **Industrial Archaeology** written for the Historical Association in 1967, extracts from which were translated into Italian and appeared in Antonello Negri and Massimo Negri **L'Archeologia Industriale**, published in Florence in 1972.

Michael Rix will probably be remembered as a teacher rather than as a writer, as a communicator of enthusiasms rather than as a scholar or an organiser. He was a speaker of rare eloquence, who could always produce words appropriate to a particular occasion. His habit of beginning conference lectures with the words 'Fellow industrial archaeologists . . .' was but one example of his ability to establish an easy rapport with an audience. He was for many years a highly successful adult education tutor, and perhaps his most important achievement in this field was the series of summer schools which he ran in a former Land Army hostel at the Preston Montford Field Centre from 1957 onwards. His first course was put into the programme to fill a gap between two Wroxeter-based schools on excavation techniques, but it was so successful that it became a regular part of the Department programme, and subsequent schools numbered several prominent industrial archaeologists of the present generation among their students. Uniquely amongst lecturers on industrial archaeology, Michael operated with neither camera nor car, but such was the range and depth of his friendships that he never lacked slides or transport.

Michael Rix's achievements can be aptly summed up in his own words. Having been brought up to regard factory chimneys, canals, railway stations, coalmines and gas works as revolting symbols of Blake's 'dark satanic mills', he wrote in 1967, 'it is exciting to find oneself deriving pleasure from looking at all these things'. His enthusiasm led many others to find similar pleasures. The Romantic Movement of the late eighteenth century utterly changed our attitudes to mountains and wild, rugged scenery, and there is a sense in which Wordsworth and Coleridge are responsible for rucksacked weekenders climbing the path to

Snowdon Ranger or for coaches disgorging trippers into a rain-soaked Ambleside. In a similar way our attitudes to our industrial past were radically altered during the 1950s and 60s, a change which was accomplished by a small group of **animateurs**, amongst whom Michael Rix was prominent. Others have subsequently contributed their scholarship, their manual labour and their ability to organise, but the original inspirational sparks came from Michael and a few contemporaries. If we seek his memorial we see it in the labours of Derbyshire youths conserving the stonework of Arkwright's mill at Cromford, in the measured beat of a Fairlie hauling holiday-makers into Tan-y-bwlch, in the queues at the Llechwedd slate caverns, or, perhaps most fittingly, in the words and gestures of the unknown and anonymous teacher from Nuneaton, Nurnburg or Newhaven, Connecticut, standing where Michael stood so often and enthusing to his students about the Iron Bridge. Without Michael's work he would probably not be there.

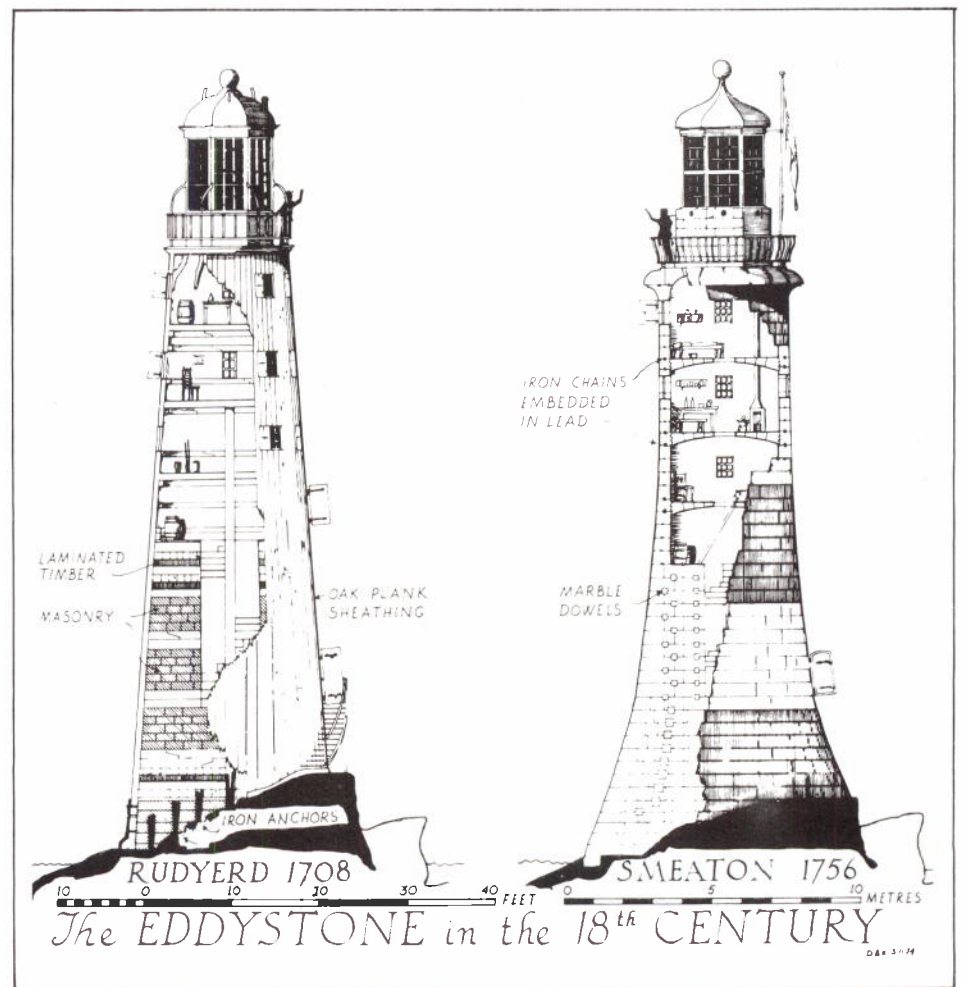
Neil Cossons
Barrie Trinder

The 'depersonalisation' of the Eddystone Lighthouse. The sophistication of modern electronics is now eroding the venerable profession of lighthouse keeper. It can be argued that these worthy men eventually draw pensions, can claim compensation for an accident, and now only work one month on station and one off; but coming are the days of unmanned lighthouses. Switched on and off by an automatic device, with only the roar of air-conditioning plant to evoke the magical sounds of the sea, they will no longer judge whether a passing wisp of mist

warrants blasts from the fog-signal; all is decided by the microchip or some more sophisticated device. Some will say 'We are living in the electronic age, in a twinkling of an eye the pocket calculator can tell us how many seconds we have lived on this earth . . . this is exciting . . . protests are merely the death throes of sickly sentimentalists!' But when these highly complicated pieces of equipment do go wrong, even in manned stations a specialist technician has to be flown out to diagnose the trouble and then perhaps again with a replacement unit. In the 'old days' much of the equipment was of a nature that it was possible for an adept keeper to make a temporary repair.

With the departure of the last keeper a tower becomes unloved, in his place a clammy sepulchrous silence, once bright brass becomes tarnished and dust and dirt take over for only the most fastidious house-wife could vie with the exacting standards of bright cleanliness of a keeper-loved tower.

The 'depersonalisation' of the famous Eddystone lighthouse took place in July of this year. The light was exhibited from the tower for the last time on the 20th, the keepers were withdrawn on 22nd, and in place of the tower Trinity House light vessel No 6 was brought into operation on the night of 21st to remain on station until the tower is operational as an automatic unmanned light. A light has been shown from the Eddystone Rocks continuously since 1698, with two breaks of five and four years marking the destruction of Winstanley's tower in 1703 and Rudyard's in 1756. Much has been, and could be, written on the history and construction of all the towers of Eddystone. Winstanley's bizarre looking tower was a truly remarkable building and the first of its kind to

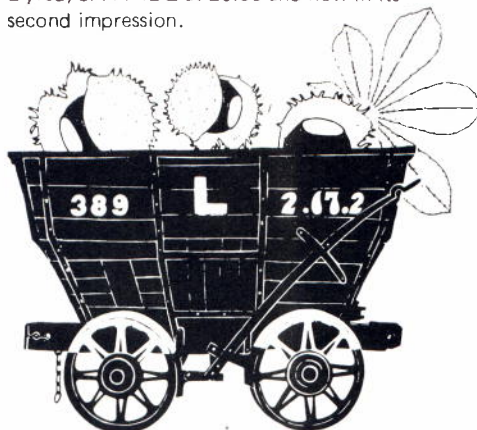


be anchored to, and erected on such an exposed rock. My drawing, part section and elevation is intended to show the appearance and design of the two 18th century towers. Rudyard's clean functional lines were in marked contrast to the earlier building, whilst on the right is Smeaton's justly famous tower. After the burning of Rudyard's tower Smeaton avoided all inflammable materials by using stone alone. For this purpose he devised a brilliant and original method of dove-tailing and dowelling, whilst in order to resist the thrust of the arched stone floors iron chains embedded in lead embrace the tower. This tower displayed a light for 123 years, and could well have survived for much longer had the rock beneath not been undermined. After it had been replaced it was dismantled and rebuilt on Plymouth Hoe, an early and remarkable example of conservation. The present lofty tower designed by James N Douglass was first lit on May 18th 1882 having been built in the astonishingly short time of less than four years, by this time steam renders and compressed air greatly facilitated such operations, but none should belittle the erection of any building on such an exposed and terrifying site.

There is no doubt that the story of Eddy-stone is unique and very well known throughout Britain, but its context in the history of lighthouses is not so well known. It is not the first rock lighthouse site in the world, by many centuries. We must look to Meloria, a reef a few miles off Livorno, the port of Pisa on the west coast of Italy. The tower erected there was destroyed in 1284 by the Genoese, during the course of a Christian dispute between rival Italian City States, perhaps more concerned with trading concession with the east than the crusades. After this defeat the Pisans built another tower on a rock much nearer the harbour, in fact today incorporated into the harbour installations. It stood until it was blown up by the Germans in the last war. However with great imagination, taste and reinforced concrete the Italians have rebuilt to its original appearance and have even pieced together its original date tablet of 1304. In 1712 a day-mark was built on the reef of Meloria, and this still stands. It is a remarkable gazebo-like structure on four legs, through which the waves wash: it is in fact the forerunner of later pile-lighthouses. The oldest working rock lighthouse in the world can be claimed by France; this is Cordouan in the Gironde at the entrance to Bordeaux. In fact the English built a tower on the island of Cordouan in medieval times, and this was standing when the present unique building was started in the 1580s. However by the end of the century the greater part of the island had been washed away by the sea, but this gave the engineers time to build sea defences in the shape of a sturdy circular wall; this still stands and protects this tower which by force majeure has become the oldest working, wave-washed lighthouse in the world. It is the pride of the French circuit, but its evolution and architecture cannot be described in anything but an epic. Great concern is being expressed in France today, because it is being threatened by the same fate as Eddystone. Although landing is very difficult, it is possible, and fears are expressed that vandals might wreck its unique Royal chapel and other regal apartments.

Douglas B Hague

The illustrations on page 2 are taken from *Lighthouses, Their Architecture, History and Archaeology* by Douglas Hague and Rosemary Christie published by Gomer Press, Llandysul, Dyfed, SA44 4BQ at £6.00 and now in its second impression.



They came, they saw, they conkered. Although most of the international questions discussed at the ICCIH 81 meeting in France in September remained unresolved, one matter which has raised controversy in British industrial archaeological circles for many years was at last conclusively settled. The title 'cradle of the Industrial Revolution' has been claimed at various times by most parts of Britain, and at meeting of the British delegation at the Maison d'Or, Grenoble, on Friday 18 September decided to settle the matter once and for all in a traditional British manner, by a contest of strength with the seed of *aesculus hippocastanum*. This much-beloved British pastime, which has been such a delightful feature of every autumn in our islands since shortly after the middle of the 11th century, aroused much interest amongst those of lesser breed who were also in attendance at the Maison d'Or.

After many hours of breathless excitement, the contest was won by the champion of Tyne and Wear, despite the strong challenge of Shropshire, who brought forward three contestants managed by an able chef de commisariat. South Wales fared ill, although the Alps around Grenoble echoed time and again the strains of *Cym Rhondda* which swelled from the Gallic supporters. Many tears were shed that night when the news reached Abersychan and Twyn-yr-Ddyn, and there was much sorrow in Llwynypia and the Upper New Ranks. The Lancashire team was lured from the contest by a Swiss agent in the pay of the Shropshire team. The East Midlands failed to put in an appearance while Cornwall and the West Riding were not even represented at the conference. The little-favoured London and South East team, with good reason, saw no prospect of success and remained on the sidelines. For Scotland the contest did no more than arouse memories of Argentina 1978..

The news of the decision was welcomed with delight in the North East and the strains of the **Blaydon Races** which echoed through the valley of the Isere were soon repeated on local radio in Newcastle-upon-Tyne, which remained open for the rest of the night playing martial music. Working mens' clubs in Esh Winning, Seaham Harbour and up to the heights of Alston Moor and Kielder Forest celebrated the victory in traditional style. Many a Northumbrian hinny passed long solitary hours awaiting the return of her man, and many a club netty saw heavy use. The Tyne Bridge had to be cleared by the 'poliss' of enthusiastic dancers who threatened its stability.

Local government in the region has not been slow to respond to the distinction which it has gained. The main approaches to the area are to be dignified with the inscription 'Welcome to the Cradle of the Industrial Revolution'. It is understood that planning consent has already been obtained for this message to be displayed in neon lights on Durham Cathedral to greet visitors coming from the south. Those arriving by sea are to be welcomed by the same message on a vast plastic arch spanning the Tyne from Wallsend to Jarrow, which is to be designed and erected by Manpower Services Commission project teams. To the north the Forestry Commission has agreed that the message will be shown in trees of different shades to be grown in a new plantation north of Alnwick. Some controversy has arisen over the western approach and several prominent north eastern firms have subscribed £2,000 in prize money for a competition for the best suggestion.

It will be a matter of relief to our readers that this question has at length been settled and that the decision has been greeted with such enthusiasm in the successful region, although as we go to press we hear that objections have been raised by other competitors about the conduct of the contest.

The 1981 AIA Conference at Norwich. A personal report by Douglas Hague.

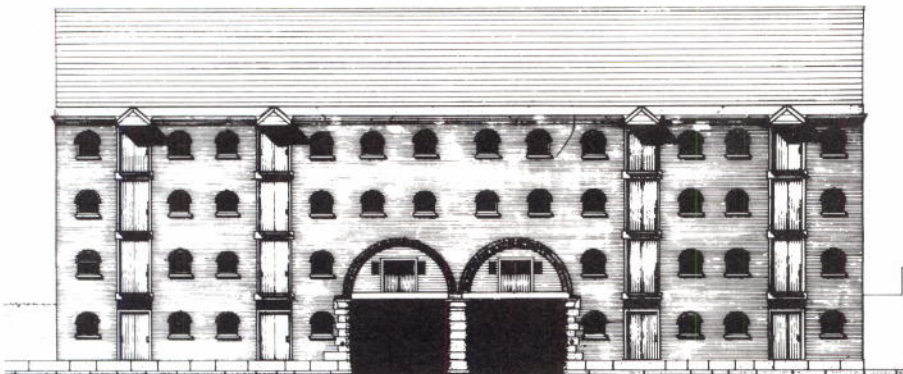
One of the factors which made the Norwich conference different from most previous ones, and certainly from most archaeological field meetings was that it was 'alive'. What we were shown were not dead and abandoned sites but activities. More often than not one is called on to conjure up the grinding clamour of working machinery or draw back in imaginary fear from the heat and fumes from an overgrown furnace. But in Norfolk there seemed to be a plethora of crafts and industries where the human eye and skill are still paramount; conspicuously absent were conveyor belts and clinical electronic devices. Alas it was true that many of us were aware that short of a social, and political revolution, we would probably never again see brushes and matting made by hand, or a 'human chain' used to hang bloaters over the still smoking embers of an oak fire. Indeed, I for one carried away more than visual and audible memories; the aromas of freshly cut wood mingled with fish, malt and freshly poured molten iron, flavoured with that unforgettable effluvium produced by the early processes of tanning, all linger tenaciously in the nostrils.

The penultima to visit was to the last celluloid factory in Britain, where the exacting standards required to avoid immediate self immolation were indeed terrifying. But our impressions were curiously tempered by the knowledge that apart from armaments, the products of the factory also included the raw material for making table-tennis balls, and beautiful thick slabs of red celluloid specially made for the manufacture of dice for the gaming tables of Las Vegas. Perhaps the most memorable for the few lucky enough to make up the crew, was a trip on a Norfolk wherry, the *Albion*; only such an experience can really bring home to one the skills and energy needed to sail such a vessel up a narrow water-way, and the hazards of handling a twenty five foot quant.

It is impossible to comment adequately on the lectures which covered such a wide range of subjects, some general, some specialized. On the one hand, there was a detailed study of 19th century factory farming, whilst at the other

extreme, the reconstruction of almost derelict windmills. Sadly the Rolt Memorial Lecture was overtaken by modern technology. The speaker's voice was unable to compete with the ubiquitous roar of air conditioning, a seemingly sine qua non in many fashionable present day buildings.

associated with the 150th anniversary of the opening of the Liverpool and Manchester Railway, and the rescuing and refurbishment of the badly run down former passenger station, goods depot, and warehouse adjacent to Liverpool Road. It is intended that these buildings will house the North Western Museum of Science and Industry



The Merchants' Warehouse, Castlefield Basin from Liverpool Road Station, Manchester, by R S Fitzgerald. Manchester University Press, 1980.

The Castlefield Conservation Area, Manchester.

The area of Manchester known as Castlefield lies immediately south-west of the city centre. Its name dates back over two hundred years to a time when there were substantial stone walls remaining of the Roman fort of Mamucium ('Castle-in-the-field'). It was built on a red sandstone crag between the confluence of the River Irwell and River Medlock and overlooking a former ford across the Medlock at Knott Mill on the road to Chester. Several references in the 16C-18C, including Camden and Leland, indicate that there were then to be seen substantial remains of the fort and the whole of its outline. Unfortunately, it was dismantled for building stone and finally obliterated when the canals and railways were built across it. Part of the eastern gateway is preserved beneath Archway 95 of the Manchester, South Junction and Altrincham Railway.

To the north of the fort developed in the 4C a civilian settlement and industrial township discovered by excavations in the early 1970s. More recent excavations adjacent to the north gate have revealed defence ditches, fort walls, and a roadway leading to the north. As part of the Castlefield conservation project it is intended that landscaping will make this site a permanent attraction.

The industrial revolution introduced into the area some of the earliest canals and railways, notably the Manchester terminals of the Bridgewater Canal (1759-1776), the Rochdale Canal (1794-1805), and the Liverpool and Manchester Railway (1830). In recent decades, partly due to the decline in canal and rail transport the area has been badly neglected resulting in a poor environment. The physical remains of the industrial development, however, provide magnificent material for studies in industrial archaeology and local history. In addition, there are a number of listed buildings.

Increasing interest is now being focussed on Castlefield with its heritage of remains stretching from Roman times through the years of the industrial revolution to the late Victorian period. It has been designated a Conservation Area, accepted by the Department of the Environment as an Outstanding Conservation Area, and has become the subject of special study by the city planners. Undoubtedly, great impetus has been given by the celebrations in summer 1980

to be transferred from the present cramped quarters in Grosvenor Street.

This tremendous project has run parallel with other proposals for conserving and revitalising the area — the landscaping of the excavations near the north gate of the Roman fort noted above, the proposal for a new Air and Space Museum in the iron and glass City Exhibition Hall (formerly the Lower Campfield Market built in 1876), a Heritage Centre in the Upper Campfield Market, and the introduction of new city centre housing on Lower Byrom Street. In addition, the Bridgewater and Rochdale Canals provide for leisure craft as a vital part of the Cheshire Ring of canals together with a connection into the River Irwell at Hulme lock.

The long term proposal is to realise the area's potential for visitors to study unique relics of Manchester's past by creating a favourable environment for public activity. The recognition of the value of the area for educational studies is reflected in the publication of several recent booklets and trails.

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Derek Brumhead

North Hulme Centre

AIA Bookshelf

The re-appearance of **The Old Cottages of Snowdonia** by Harold Hughes and Herbert L North, originally published in 1908 and now issued by the Snowdonia National Park Society is most welcome. It was a pioneer study of vernacular architecture, written and delightfully illustrated by two architects who had a genuine love and understanding of the thirty-five modest but charming buildings described. Although they are certainly not 'industrial houses', many like the smaller ones were occupied by men who were employed at the slate quarries but whose families worked a small-holding.

The original 74 pages of text which included 50 sketches and plans, has been augmented by 38 new pages of additional information, 12 photographs and end-paper maps by the editors Alan Payne and Ian Stainborn. It gives me great pleasure to recommend this book, as it was on these very buildings that I received my baptism of field-work with the Royal Commission on Ancient Monuments, over thirty years ago. Then I knew them and their occupants, but I am saddened to read that several, including the attractive Tyddyn-y-Pwll dated 1703 are ruined or have been demolished. Today the study of vernacular architecture has become 'scientific' and it has developed its own jargon. Few modern architectural historians would, or could put aside their stencils or lettering and other graphic aids and produce such delightful drawings so sympathetic to the simplicity of their subject.

The book is obtainable through book-sellers or direct from the Snowdonia National Park Society, Capel Curig, Betws-y-Coed, North Wales for £4.90 post-free.

Douglas B Hague

AIA Council

We normally print the names and addresses of the new AIA Council at this juncture. At this year's AGM however the status quo was almost maintained. **David Alderton** is now Conference Secretary, **Bill Thompson** becomes an ordinary Council member, **Peter White** has not stood for re-election and the only new name (and this is not very new) is **Bryan Woodriff** of Kingston Polytechnic who was re-elected after a year's absence.

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