

Volume nine number two 1982

Is anybody out there listening?

In our Summer 1981 issue (Bulletin 8:3) we appealed for suggestions for a poster to make the AIA more widely known. Eight long months we have waited, but answer came there none, and the prize offered by Council remains unclaimed. The preceding issue, which was devoted, principally, to the future of the Albert Dock in Liverpool, included details of a competition to find the most outrageous proposal which members could devise for redeveloping the Dock. Frivolous it may have been, but we hoped that some readers might put pen to paper to claim the prizes that were on offer. As in the case of the poster, it was left to a Council member, in this case our busy Secretary, to submit the only entry.

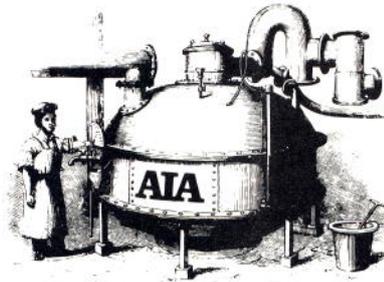
Your Editor will be forgiven if these experiences prompt him to wonder whether anyone out there is actually listening. He is sanguine enough not to expect a steady flow of unsolicited contributions, but if it were not for the efforts of a handful of regulars, David George of Manchester, Paul Sowan of Croydon, Jim Groucott of Llandrindod Wells and Douglas Hague to name just a few, your Bulletin would be reduced to a single sheet. Stuart Smith regularly writes the bulk of the book notices, but cannot hope to see all the new publications, with many of them restricted to local distribution but nevertheless of interest to industrial archaeologists everywhere.

Nearly a thousand copies of each Bulletin go out from Ironbridge, and it is surely reasonable to assume that most will be seen by at least two people. Yet your Council gets no 'feedback' on whether you would like the Bulletin to carry additional features or whether you would be happy to see it fade away altogether. Perhaps you were all too busy recording threatened sites in your own locality to have time for the frivolity of the Albert Dock competition; we cannot know what you would like if we are not told. Are we too solemn? Or too trivial? Would you like more brief reports of events in IA limited to a few hundred words? Or are more substantial features like that on the Albert Dock enquiry more

useful? We are not looking for bouquets; constructive criticism of the Bulletin's content will be as useful to your Council as expressions of approval for the content as it is. John Robinson will be delighted to hear from you, if you would like to send your comments to him at The Science Museum, South Kensington, London SW7 2DD. Any letters worthy of publication might even qualify for one of those prizes which no-one else seems to want!

Are you making the most of your leisure activities?

If you are interested in Old industries . Canals . Railways . Paddle steamers . Farm machinery . Vintage cars . Stationary steam engines . Museum and Conservation projects . Wind and water-mills . Historic aircraft . etc. etc. you must obviously be a member of the AIA



You're not! Good heavens! Drop a note to Stuart Smith at The Association for Industrial Archaeology The Wharfage, Ironbridge, Shropshire TF8 7AW asking for details of membership because otherwise you're missing out on AIA BULLETINS, Booklists, Swapshop, AIA Diary, Local Society news and the opportunity to take part in the annual September AIA Conference

Postscript. We now have a poster, thanks to Roy Day whose graphic skills have earned wide praise for the Bulletin's layout. This is A4 in size, small enough for college and society notice boards and is on orange paper. It is reproduced here and anyone who thinks he or she can provide display space should write to the Publicity Officer, Julia Elton, at 18 Alwyne Place, London N1 or to Stuart Smith at Ironbridge.

Locomotive Named 'Abraham Darby'. A naming ceremony was held on platform 3 at Euston Station on Monday October 19th, when one of British Rail's class 86 electric locomotives — no 86247 — was named 'Abraham Darby' in memory of the four great Shropshire ironmasters who bore that name.

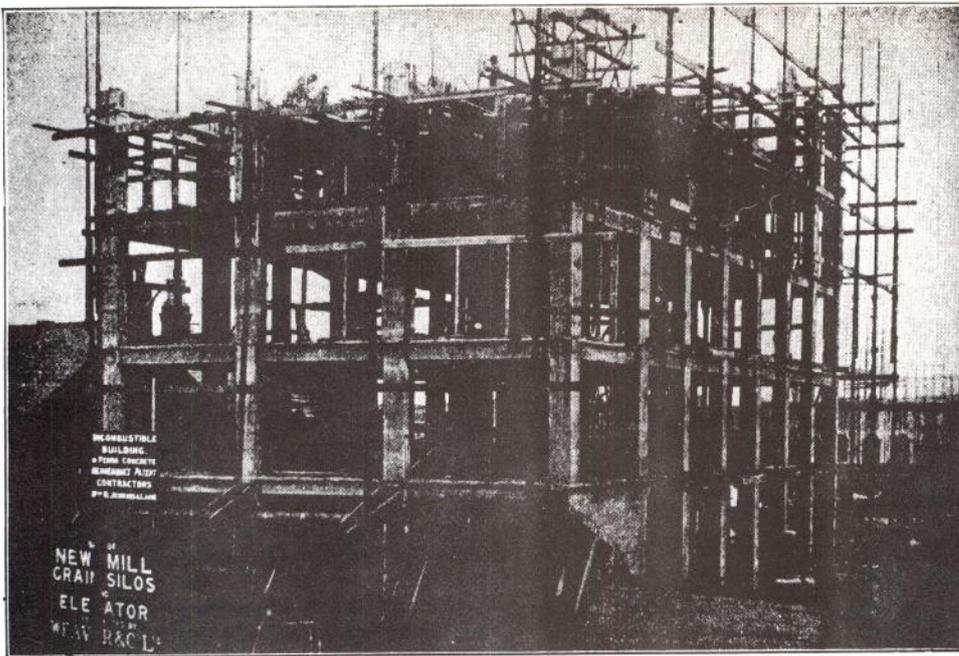
Abraham Darby I perfected the process of smelting iron using coke instead of charcoal at Coalbrookdale in 1709. This opened the way to large scale iron production and made possible the rapid growth of industrialisation. By 1722, under the direction of his son Abraham Darby II iron steam engine cylinders were being cast at Coalbrookdale. It was also at Coalbrookdale that the first iron railway wheels were cast in 1729, to be followed by the first iron rails in 1767. Abraham Darby III was responsible for the casting of the Iron Bridge, erected in 1779, and Abraham Darby IV was associated with the Coalbrookdale Company's period of supremacy in the field of decorated castings; in the Nineteenth Century.

The naming ceremony was performed by Lady Rachel Labouchere, President of the Ironbridge Gorge Museum and a direct descendant of Abraham Darby I. Also present was Michael Darby, Vice-President of the Museum Trust, direct descendant of Abraham Darby I, Sir Peter Parker, Chairman of British Rail and a member of the London Committee of the Ironbridge Gorge Museum Development Trust also attended, and was later presented with a model of Trevithick's Coalbrookdale locomotive of 1802, which had been specially made for the occasion by apprentices from Rolls-Royce at Shrewsbury.

After the ceremony, which took place at 12.15, 'Abraham Darby' hauled the 12.40 to Wolverhampton. On board the train, four girls from the Ironbridge Gorge Museum, dressed in traditional eighteenth century costume, distributed museum literature and complimentary tickets.

John Powell

There is the possibility of a 12 month appointment from Autumn 1982 for a **Community Enterprise Programme Post in Industrial Archaeology** at the Royal Commission on Ancient Monuments in Wales. Interested unemployed people can register their interest and will be kept informed by writing to: Mr D M Hughes, RCAM Wales, Edlestone House, Queen's Road, Aberystwyth, Dyfed SY23 2HP.



Photograph taken in 1896 showing Weaver's Mill under construction

The future of Weaver's Mill in Swansea is in doubt. Recognised as the first reinforced concrete frame building in Britain and completed in 1898 by Hennebique and Le Brun under the direction of Louis G Mouchel (see Bulletins 3:6 and 6:3) poor materials were evidently used in the aggregate, for some of the infill panels can be crumbled by hand. The condition of the warehouse has been deteriorating since it was last occupied several years ago and, later in September the lease changed hands, in what is seen as the first in a series of moves which will culminate in its demolition. The building is listed, but it is unlikely that anyone in Swansea will defend it from the bulldozers, for it is regarded as an eyesore. Its unique status as the first of many thousands of reinforced concrete framed buildings in Britain will probably not be sufficient to save it. While we would hesitate to endorse a recent verdict in *New Civil Engineer* that the Weaver building is 'charmlless and absolutely revolting', it certainly has little to recommend it on aesthetic grounds.

The Weaver's Triangle. David George has supplied the following note:-

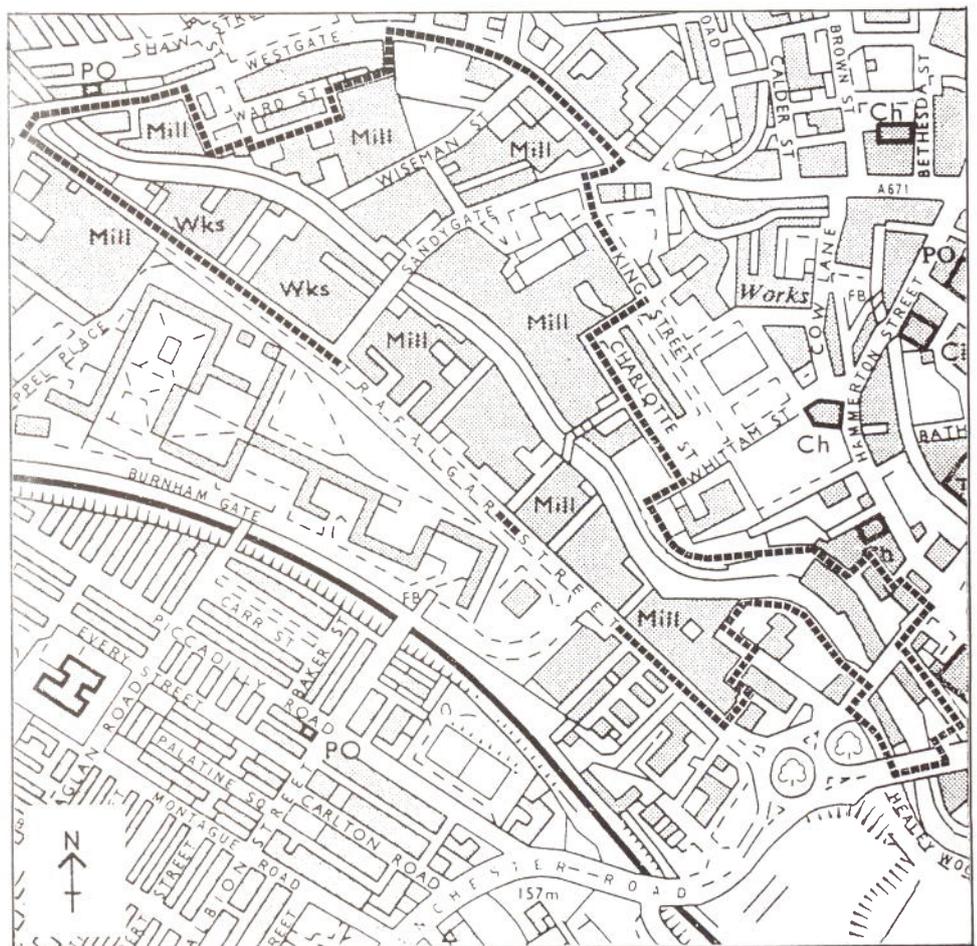
'Burnley was once one of the great weaving centres of the world. Yet it is rapidly becoming transformed. Like most of our Lancashire towns, it has been given some cosmetic treatment at the hands of developers. Many of its thousands of Lancashire looms have disappeared, and numbers of mills have closed down or even been demolished, altering a once grimly impressive skyline.

In looking to the future, Burnley, like other towns of its kind, needs reminders of its past greatness. Just as urgently, it needs, for the benefit of future generations, a constant strengthening of a sense of its own identity. It is very important that the ever-lengthening gaps between generations are closed rather than widened, so that Burnley children will have a chance to learn respect for the ways in which their forefathers earned their bread. For there is no automatic transmission of knowledge from parents to children; where grandfather earned his living as a tackler in a mill, a son may be

fitting together electronic parts in a corner of the same building, and the grandson may be taught the history of the industrial revolution from a not very reliable school textbook.'

So wrote Dr John Marshall in an issue of the *Bulletin for the centre of North-West Regional Studies*. In one area close to the canal stand some fifteen weaving sheds and spinning mills between Manchester Rd and Westgate. In July 1978 the local borough council authorised a study of this area known as the 'Weaver's Triangle'. The results have prompted the

Proposed Weaver's triangle conservation area.



proposed designation of part of it as a Conservation area. Most of the old industrial buildings in Trafalgar Street, Sandygate and Wiseman Street are included.

An Industrial Museum Action Committee (IMAC) has also been formed to convert a combined domestic row and cotton Warehouse in Slater Terrace and to furnish the houses as they would have been set out two or more generations ago. The engine house and boiler house in Slater Terrace would also display textile and other machinery.

The organisers also plan to use a nearby canal toll house as their headquarters and have spent a year making it weatherproof. The Secretary is Mr R Frost, c/o 18 Talbot St, Harle Syke, Burnley, Lancs.

A Further Note on Horsfall and Bickham and the Horbick Car.

An outline history of the production of motor vehicles by the Salford firm was given in *Transport History Vol 9* and in a lecture given to the Eccles and District Historical Society (1979). Further information is reported in a Centenary article in the *Salford City Reporter (6.12.1935)* headed 'when motor cars were manufactured in the city'. The firm it is claimed was one of the first firms to make motor vehicles (after the collapse of the British Motor Syndicate) but owing to lack of accommodation and a greater faith in the textile trade, not after 1911. The firm's premises were originally in Orchard Street, Pendleton, where today there is still plenty of evidence of cotton mill buildings and weaving sheds with the North facing rooflights supported on wooden beams and iron columns which have the keyholes for lineshafting, the type of building that was often adapted for motor manufacture in the period of hand built cars.

(T C Horsfall, one of the partners was something of an innovator in grinding wheels and tools and as a member of the Salford Citizens Association for the improvement of unwholesome dwellings etc, produced housing reports.)

A total of some 2000 vehicles were made and apparently the 20/24 Landulette was a favourite with Indian Princes, whilst the Horbick Minor was clearly ahead of its time. Mr S Cook of Gorton remembers, at the age of 78, how they were fitted with White and Poppe engines and tested round a track in the yard.

In 1965, the successor company Horbick Diesels (now of Kenyon Lane, Prestwich) appealed unsuccessfully for the loan of a Horbick which could be used as a model. Back in 1935, two at least were known to exist and one took part in the London – Brighton rally that year. Works manager Mr Jacobs was most helpful with information and press cuttings, whilst the owner David Southern closely guards the remaining photos, drawings and catalogues relating to the cars. Is it too much to hope that one day a replica will be constructed and the history of the company represented in local museums? **A D George**

Industrial Archaeology at Plas Tan y Bwlch.

Over the past few years surveys, in varying degrees of detail, have been carried out at the following sites:

Prince Edward Gold Mine, Rhiw Bach Quarry, Lliwedd (Cwm Erch) Copper Mine, Cyfn Coch/Berth Llwyd Gold Mines and Dolfrwynog Turf Copper Mine.

The intention is to eventually publish (most of) these surveys – meanwhile interested parties may consult the records at Plas Tan y Bwlch, the Snowdonia National Park Study Centre, Maentwrog. References to historical material relating to these sites (other than the obvious sources) would be welcomed.

Peter Crew and Merfyn Williams

Maurice Barbey, technical secretary for the past 10 years of the **Institution of Civil Engineer's Panel for Historical Engineering Works**, has had to tender his resignation from the post because of ill-health. The PHEW records and evaluates historic structures throughout Britain and has done much to alert the civil engineering profession to the significance of its own history and the debt owed by present engineers to those who preceded them. But for the Panel's efforts, many structures still surviving would have been swept away.

Barbey spent his working career with the railways as a civil engineer, and was District Engineer for the Hull and York districts. He devised the system of assessing a structure's relative importance on a 'points' basis and which has not yet found general acceptance. Experience has shown that structures as disparate as, say, a wrought iron viaduct and a canal tunnel cannot be adequately evaluated on a purely numerical score, and the criteria on which such monuments are assessed is not satisfactorily reduced to an arithmetical formula.

Recently he has had the satisfaction of editing and seeing into print the first of a projected series of ICE historical publications, entitled **Civil Engineering Heritage: Northern England**. He will continue as a Panel member representing the Yorkshire area; his successor as technical secretary will be Bryan O'Loughlin.

Apart from their intrinsic value, early showcards and posters often show valuable contemporary details. This Clark's 1915 advertisement is a good example.

Historic Calender. The History of Advertising Trust is not as well known as it deserves to be. Established as an educational foundation and a registered charity, it exists to promote a serious interest in the history of advertising and to act as an archive for the Advertising Association and for the industry as a whole. It is currently campaigning to raise the necessary funds to take over premises in Finsbury which the City University is willing to make available for an archive and study centre. A regular reminder of its aims is provided by the excellent series of calendars, all based on historic advertising material, that the Trust commissions each year. Initially these were purchased mainly by the advertising industry itself. Last year's calendar was devoted to railway advertising, and the resultant interest from railway enthusiasts helped to make the Trust's work more widely known. The 1982 calendar features famous advertising symbols of past campaigns, including the Guinness toucan, the Michelin man and the lifeboatman who used Lifebuoy soap. It is produced to a

high standard on heavy cartridge paper, in the expectation that it will perhaps be saved, and a royalty on each sold helps the Trust's funds. The price is £4.95 post-free and it can be obtained from: George M Harrison, History of Advertising Trust, 53 Goodge Street, London W1P 1FB. A history of the advertising industry was recently published by William Heinemann, written by Dr Terry Nevett and entitled **Advertising in Britain – A History** it highlights the enormous influence that advertising and marketing have had on the economic and social advancement of Britain. The price is £12.50 plus £1 for postage and copies are available from bookshops or from HAT at the address above.

Mining History Computerised. The beginner in mining history, often finds great difficulty tracing any more than the most scant information relating to mine sites, of whatever period. Beyond the obvious geological and local-history publications, however, the determined searcher ultimately reaches the point where he can think

of any number of records depositories and sources to ransack whenever he can find the time during official opening hours (all too restricted) of libraries, record offices etc.

In two current examples, such quantities of numerical and other data survive that computerisation has been resorted to in order to facilitate quantitative and historical study. Dr Roger Burt of Exeter has put onto computer Mineral Statistics, thus allowing print-outs county by county, and mine by mine (and no doubt analyses byproduct, company, etc as well) which contain much data for British mines during the last half of the 19th century. The mining statistics for Derbyshire have now been published, and it is understood that volumes for other counties will follow.

Jeremy Greenwood, of Reigate, is busily putting onto computer data from all consignments of firestone from the underground quarries in Surrey, from Medieval building accounts. He is already able to demonstrate that the output of these quarries was, at times, of the order of over 1,000 tons per annum. Whether this quantitative study of stone output will reveal fluctuations bearing any relationship to the importing of Surrey firestone's main competitor as a freestone, Caen stone from Normandy, or to political relationships with that part of France, remains to be seen.

Paul W Sowan

The Manchester Motor Industry 1900-1938 is the title of an Occasional Paper from the Manchester Polytechnic. Copies of the 16-page booklet are available to Societies and Libraries who care to send a stamped addressed envelope A4 size to the author, David George, at Manchester Polytechnic, John Daltons Faculty of Technology, Chester Street, Manchester M1 5GD. In these straitened times, such generosity cannot unfortunately be extended to individuals, so you must prevail on your Society Secretary or local librarian to send the necessary envelope.

Cressy Memorial. At a brief but significant ceremony held just above Tardebigge top lock, on the summit of the Worcester & Birmingham Canal, on Sunday 8th November, a plaque to be known as the 'Cressy Memorial' was unveiled.

It was at this spot that the late L T C Rolt's boat 'Cressy' was moored throughout the Second World War, and it was to this spot that the late Robert Aickman, who had been so impressed by Rolt's 'Narrow Boat', came to meet him during 1945. It was as a result of that meeting that the Inland Waterways Association was formed a few years later, and that so much of our waterways network was eventually saved.

The unveiling ceremony was performed by Mr Herbert Tooley, a member of the celebrated firm of Banbury boatbuilders who carried out the alterations to 'Cressy' to conform with Rolt's 'design for living'. Afterwards, a party of official guests cruised through Tardebigge Tunnel to Alvechurch on board the narrow-boat 'Anson' at the invitation of the Worcester & Birmingham Canal Society. The ceremony was watched by a crowd of about 200, many of whom arrived by water and contributed to a very impressive gathering of boats.

AIA members will not need reminding that Tom Rolt was interested not only in waterways, but in all facets of the history of engineering and industrial archaeology. His excellent biographies of Brunel, Telford and the Stephenson



A photograph of Cressy, at the exact spot where the plaque now is.

Left to right: Vanessa de Mare, Angela Rolt and Tom Rolt. Picture by Eric de Mare.

have become standard works on the subject, and there can be no-one interested in railway preservation who has not read 'Railway Adventure', describing his pioneering days on the Talylyn. He was the first President of the AIA, and would surely have contributed greatly to the Association had it not been for his untimely death in 1974.

John Powell

Industrial Archaeology in Venezuela. While in Venezuela in Oct-Dec 1977, Mr C Jeffrey of Kingston-on-Thames came across the remains of an old sugar mill at Aqua Blanca, Parque

Nacimal Guatopo, edo Miranda, Venezuela. The park is no longer inhabited, being a recreational area and water catchment area for Caracas, the capital, and is now mostly covered by forest, but was formerly an agricultural area. Aqua Blanca is a recreational centre at weekends, and serves also as a residence for guards. The name of course is translated as 'white water' a clue to the main source of power which used to drive the sugar machinery.

The surviving equipment consists of two water-wheels, a couple of crushers, remains of evaporating pans, some driving wheels, and a Petter S-type oil engine, made in Yeovil, with the number (probably, as far as it can be made out, 36246(?) — the exact figure is uncertain).

Our correspondent reports that he was not able to find out when the mill was built, operated and last worked, nor is any care taken of it by the park authorities, so it is open to weathering and vandalism.

The water supply to the wheels is no longer operative, but sufficient water does reach the smaller wheel in time of heavy rain to make it turn spontaneously. An American biology research student, Miss Martha Condon, of the University of Texas, Austin, is also at present living at Aqua Blanca and it is possible she might be able to find out something of its history and try to persuade the Parks administration to restore the mill as a monument. Her postal address is: Miss M Condon, Altagracia de Orituco, edo Guarico, Venezuela.

This tantalising bit of information has been

passed to us by Brian Woodriff of Kingston Polytechnic.

Berkshire Industrial Archaeology Group. The activities of this group which are based at the Museum of English Rural Life, Whiteknights, Reading, include for 1982, lectures on Eastern Canada, aspects of transport and industry by Bent Weber; Blake's Lock Maintenance Depot, a prospective waterways and industrial museum by C A Sizer, Director of Reading Museum and talks on Reading tramways and steam ploughing and steam engines. Details of the Berkshire Group can be obtained from Bent Weber, 25 Andrews Road, Earley, Reading RG6 2PJ.

Early British and European Road Tunnels. Can any readers add to the following list of pre-1900 British road tunnels, or cite earlier ones in Europe?

Reigate 1823. Made through the Castle Mound, leading northwards from the centre of the town — 168' long, 20'2" span, brick lined, through sand. TQ 2535 5035.

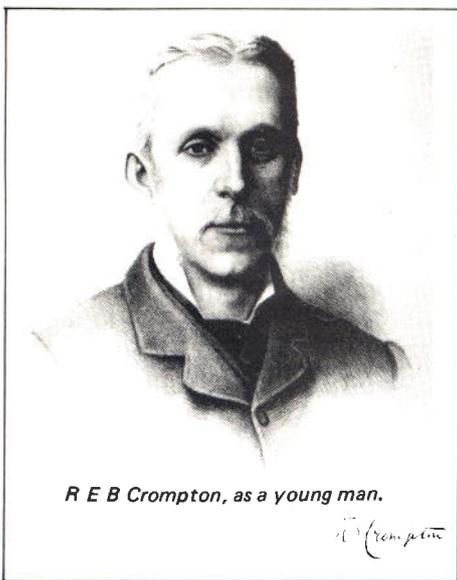
Horn Hill 1830-2. Made under the authority of the Bridport Turnpike Trust (Second District) Act, 1830, on the A 357 road from Beaminster to Crewkerne, it shortened the formerly winding route over the top of the hill by a mile and saved 50 feet in altitude — 115 yards long, 20 feet wide, brick with Ham stone facings. ST 467 032.

Charmouth 1832. Made by the Bridport Turnpike Trust, through Thistle Hill, on the A35 between Charmouth and Axminster — 220 feet 6 in long, 19 feet 6 in wide. SY 349 948.

Park, Nottingham 1855. Made on a gradient of 1 in 12, which apparently proved too steep for regular use by horse-drawn traffic, to connect lower land with the higher part of the City of Nottingham through the Park district — in two sections with an open central area connected with the surface by a flight of steps — part bricklined and part cut in natural sandstone.

Whereas the Reigate and Nottingham tunnels now carry only pedestrian traffic, the two in Dorset are still in use by vehicles.

Paul W Sowan



R E B Crompton, as a young man.

The Chelmsford Industrial Museum Project.

Regular readers of AIA Bulletin will recall (8/3 Summer 1981) that we mentioned the events leading up to the formation in May 1981 of the Chelmsford Industrial Museum Society. The man who conceived the idea and organised the preliminaries which led to the setting up of the CIMS was Mr Frederick Roberts and he has recently sent us further details of the background to the museum and of the four men, Fell Christy, Rookes Evelyn Bell Crompton, Ernst Gustav Hoffman and Guglielmo Marconi who were the fore-runners of the industrial concerns making Chelmsford so important in the industrial history of this Country.

Frederick Roberts writes: The problems of acquiring premises arises. It would be pleasant if the new museum were able to occupy one of the historic sites in the town, but this may not be possible, at least for the foreseeable future.

Taking the historic sites in chronological order, Christy and Norris, now a large national group, still use their original site in Broomfield Road, Chelmsford, as one of their factories. In 1859 Fell Christy, youngest son of a Quaker Broomfield farmer, built Broomfield Road Ironworks, then just inside the town. It had a foundry and manufacturing facilities, exploiting the technology of people like Nasmyth, Maudslay and Napier. In 1880 he was joined by James Arthur Norris, expert on agricultural steam engines and boilers. The firm now supplied the machinery demanded by the new farming technology, in particular, machines for manufacturing animal feeding stuff. This development was in response to the impetus given to livestock farming by the new selective breeding techniques. The electrical side of Christy's developed later.

Rookes Evelyn Bell Crompton, descendant of Evelyn the famous diarist, started his works in Anchor Street, Chelmsford, in 1878. What he had foreseen was the replacement of small private electric generating plants by large power stations serving whole towns and wide areas by a distribution network of overhead wires. The problem was to construct a large enough generator. This problem Crompton solved by improving upon the ring-wound generator, invented by Gramme. By 1886 Crompton's Chelmsford works had equipped the Kensington Court Company, which became the Kensington and Knightsbridge Electric Supply Company. From thence other installations followed in Britain and overseas. Crompton, in

conjunction with others, made further improvements in generators, and he himself showed his inventive flair in developing cookers, kettles switchgear and other equipment which foreshadowed appliances in use today.

His interest in electric traction led to his equipping the Southend Pier Railway in 1889 and he provided thirty-two locomotives for the world's first electric tube railway, the City and South London Railway. Crompton's installed the first electric street lighting in Britain from Anchor Street, the supply operated from there by the Chelmsford Electric Lighting Company. Crompton had meantime moved to far larger premises in Writtle Road, and the firm had now become Crompton Parkinson Limited. Crompton's have left Chelmsford since their take-over in 1968 by Hawker Siddeley. The Writtle Road works are now occupied by Marconi Radar Systems Limited.

The 'Tales of Hoffman' began in Chelmsford before Hoffmann came on the scene. In 1896 two cousins named Barrett were running two flagging ball bearing companies in Chelmsford. The trouble was the difficulty of making really round steel balls. They were then making them by turning them off from steel rod. The parting-off of the balls from the rod left a 'pip' or 'crater' which had to be ground off. The Barretts heard of an American, Ernst Gustav Hoffmann, who had invented a machine which could make incredibly accurate steel balls with no 'pip' or 'crater' whatsoever. He was persuaded to bring his invention to England, so in 1898 they built the five-storey Hoffmann Manufacturing Company Limited building at the corner of Rectory Lane and New Street. Hoffmann's pioneer work gave a great impetus to British precision engineering. The time was ripe for a tremendous expansion of production: the railways were extending, the diesel engine, motor car and aeroplane had been invented. In 1909, Hoffmann's joined with two other companies to form R H P Limited. The enormously expanded bearing works now operates from a vast area which includes the original site.

Now let us go to that old warehouse in Hall Street, marked with a plaque which reads 'the first radio factory in the world' Marconi opened his works there in 1898. His fertile mind had conjured up the idea of a practical use for the electromagnetic waves whose existence had been foreshadowed by Maxwell 24 years before. Until Marconi, these waves had been the subject of erudite scientific experiment and speculation. Hertz had actually propagated and detected waves of very high frequency — UHF or VHF we should call them. With the crude insensitive apparatus of the time: these waves could only be transmitted and received over a few feet. Marconi had the inspiration that by switching the waves on and off with a morse key, and detecting them with a receiver some way off, you could convey messages — telegraphy without wires! Practical success came when he found a way of using longer waves. By employing them he was able to cover greater distances — soon miles instead of feet. By 1901 he had actually signalled across the Atlantic and thereafter he was equipping ships and land stations all over the world.

What flowed from these events, and their effect on human society can hardly be over-estimated. The world, in terms of communications, had shrunk. A new technology had arrived which soon influenced almost all human activities. The Hall Street factory is still there, and used by the area water authority.

Industrial archaeology/Conservation projects in Hull. Several items of related interest give rise to the first report we have had for the Hull area for some time. **Christopher Ketchell**, who describes himself as Hon Joint Secretary of Help! Conservation Action Group, writes about the CAMRA/Pub Preservation Campaign saying that in his opinion the British Pub is a unique and precious part of our heritage and a cornerstone of a traditional way of life and leisure. Hull Area Pub Conservation Group (HPCG) have produced a manifesto and three point action plan dealing with:

- 1 Conservation and enhancement of the stock of pubs
- 2 Conservation of the fabric of pubs; and
- 3 Conservation of the pub as an institution,

with each section sub-divided into four or five Practical Objectives dealing with such items as enlisting support locally against ill-considered changes to pubs, the identification and recording of pubs with particular architectural features and seeking the restoration of those aspects which gave individual pubs their special character.

Interest in public houses has for some time attracted the attention of architectural historians, members of local history societies and those industrial archaeologists with a specific enthusiasm for the brewing industry. HPCG's findings seem to be a thoroughly down-to-earth way of channelling some of this interest towards actual conservation and must be commended. The Hull Group are now embarking on a full-scale survey of all the public houses in the Inner City Area, assisted by members of the Hull Civic Society and 'Help' and information, pre-publication, can be obtained from Chris Ketchell at 105 Princes Avenue, Hull, HU5 3JL or Colin Day (Pub Preservation Convenor) 29 South Street, Cottingham.

The 'Help' Conservation Action Group in Hull recently held their annual general meeting and issued a broadsheet setting out their aims the first of which seems worthy of wider distribution. The Group will: 'aim to promote the preservation and enhancement of areas which have amenity value, whether actual or potential.' Its interests will extend to those parts of Hull and the surrounding areas which are of particular architectural and/or historic merit, as well as to anywhere, no matter how humble, which may enjoy a special place in the affections of local people.

Francis Daly was elected President, Josie Montgomery: Heritage Interpretation Officer and Professor John Wilton-Ely of the University of Hull: Architectural Adviser. The annual subscription is £1.50. The Group publishes a regular Newsletter and information can be obtained from Christopher Ketchell or Marita Straite, 13 Hinderwell Street, Hull.

Finally, there is information about **The Hull Maritime Society**. The objectives of the Hull Maritime Society are to advance the interests of the Maritime Museum and its collections and to promote general interest in maritime affairs, both local and national. Meetings are held monthly during the winter and occasionally during the summer which are addressed by well-known speakers in their particular fields. They are usually held on the last Tuesday in the month at the Ferens Art Gallery starting at 7.30 and ending by 9.30. The lectures are generally supported by films or slides and there is an interval for coffee followed by questions

and discussion. The Society, which already has 200 members, is in the seventh year of its existence and is glad to welcome new members, who should write to the Hon Secretary, c/o The Town Docks Museum, Queen Victoria Square, Hull.

Additional Finance for British Waterways Board.

Sir Frank Price, Chairman of the British Waterways Board, recently announced the allocation by the Government of additional finance for the maintenance of the waterways and associated structures for which the Board have statutory responsibility. The Board have been advised that Grant in Aid is to be increased from £28.5 million for the fiscal year 1981-82 to £37.9 million in the fiscal year 1982-83.

Sir Frank said: 'At the present time, because of reductions in public expenditure generally, the Board are operating with less finance in real terms than in 1978. This reduction in finance has brought major problems for the Board and for those who have invested in the waterways whether for commerce or leisure, and for users generally.'

The decision by the Government to increase Grant in Aid to the Board is therefore an important step in the right direction. We shall continue to press for a proper and assured level of finance to enable us to carry out our statutory responsibilities. We have advised Ministers that in our view a ten-year rolling programme of works is the way in which to tackle the substantial arrears of maintenance on the waterways.'

Sir Frank went on to say that work would soon be started on repairs to Boddington Reservoir, which will secure the future of the Oxford Canal, to bring it up to the standard required by the Inspecting Engineer appointed under the Reservoirs (Safety Provisions) Act 1930.

Investigations to assess the work required to be undertaken at Blisworth Tunnel on the Grand Union Canal in Northamptonshire, which is closed to navigation, are proceeding. A start on the contract work could be made about the middle of 1982.

The Institute of Industrial Archaeology,

formed in 1980 and providing for the first time an advanced qualification in IA, has just issued its 1982 programme of short courses. Those which seem to have an immediate appeal to AIA members will appear, at the appropriate time, in AIA Calendar but perhaps it is worth reprinting the preliminary paragraphs to this year's leaflet as they set out in a concise manner the reasons for the Institute's existence.

In the Institute of Industrial Archaeology the Ironbridge Gorge Museum and the University of Birmingham co-operate in organising research and course programmes which will advance understanding of industrial history and archaeology, and provide the professional skills necessary for recording, conserving and managing industrial monuments and collections of artifacts.

The Diploma Course. The Institute offers a one year full-time course leading to the award of a post-graduate Diploma by the University of Birmingham. Through three terms of lectures, seminars and fieldwork, followed by a supervised dissertation it provides the academic understanding and practical and managerial expertise

now required for a career in the many fields related to industrial archaeology. Where the short courses consider important issues in industrial archaeology, they will form part of the diploma programme. This course may also be undertaken on a part-time basis.

Research. There has been close co-operation between the Ironbridge Gorge Museum and the Universities of Birmingham and Aston over joint research projects for several years. Valuable work has been completed on the industrial revolution in Shropshire and broader studies on the history of materials, designs, industrial and social organisation. To encourage the fullest use of its facilities and resources the Institute has published a list of the major subjects on which the Institute would welcome proposals for postgraduate studies.

Copies of this list and of the full programme, can be obtained from Michael Stratton at Ironbridge Gorge Museum.

Would you like to work in practical industrial archaeology?

One of the best known restoration/conservation firms, **Dorothea Restoration Engineers Limited** is looking for a practical person to work from their **Southern** (Bristol) works. Dorothea have tackled projects in virtually every aspect of IA, wind and water-mills, steam engineering, and the restoration of industrial and agricultural machinery. Consequently they need someone who has a range of basic engineering and woodworking skills plus a flexible attitude, and in the first instance applicants should contact Geoff Wallis at 68 Churchill Road, Brislington, Bristol BS4 3RW, telephone 0272-715337.

After FCIA, FOTC. Cast iron architecture has its own particular champions in North America, banded together under the title Friends of Cast Iron Architecture and led with tireless enthusiasm and energy by Margot Gayle, who was recently honoured by the City of New York by appointment to its City Art Commission. Members may be recognised not only by the cricked necks induced by gazing up at cast-iron roof spans, but also by the distinctive T-shirts featuring a stylised roof truss from the 1869 Gilsey Hotel in Manhattan (details of T-shirts from Margot Gayle, FCIA, 44 West 9th St, New York, NYC 10011, USA). Now our contemporary the SIA Newsletter announces the formation of the Friends of Terra Cotta, devoted to saving terra cotta buildings and recording the factories in which architectural terra cotta ornamentation was made. Subscription is \$5 a year; details from Beverley Bubar, FOTC, c/o California Historical Society, 2090 Jackson Street, San Francisco, California 94109.

Castlefield Trail. A second trail has been written by the staff of North Hulme Centre, Manchester on the Industrial Archaeology of the area around Castlefield, Manchester. The area lies immediately south-west of the city centre and takes its name from the Roman Fort which is under the centre of the area. During the Industrial Revolution the area was criss-crossed by canals and railways warehouses and many industrial buildings. What remains of these structures is now described in the booklet which is obtainable at 30p from D Brumhead, North Hulme Centre, Jackson Crescent, Hulme, Manchester M15 5AL.



Tiles and Architectural Ceramics Society.

Typically used to line porches and fireplaces, Victorian pubs and every generation of railway station, tiles are now highly collectable. They have become appreciated as art objects and the products of a major industry. To serve this increasing interest a new society has been formed.

The Tiles and Architectural Ceramics Society was launched at a conference held in April 1981 at the Ironbridge Gorge Museum. The conference considered the full range of decorative ceramic building materials, including the terracotta, faience and mosaic used in the construction of public buildings from South Kensington museums to inter-war Odeons. The scope of the society similarly encompasses these clay products that were associated with the manufacture and use of tiles.

At the Ironbridge conference the first issue of the bulletin 'Glazed Expressions' was circulated and a steering committee elected, with Dr Francis Celoria, Director of the Gladstone Pottery Museum, becoming acting chairman. In addition to the bulletin the society will publish an annual journal, and will organise conferences, seminars and visits. Academic study and the preservation of ceramic architecture will also be promoted. The society has access to a manufacturers' and tile location index and records of tile registrations.

TACS have already produced a batch of A4 size leaflets dealing with their 1982 programme of Seminars, visits and exhibitions. They also issued an extremely interesting book/gift list for Christmas 1981 entitled 'Christmas Sagger Fillers'. This contained brief but very down-to-earth comments about various items concerning decorated tiles and the like. The kind of things one is glad to know can be bought at any time of the year. These vary from reproductions of the famous Harrod Food Hall tiles at £3.90 each to a four page information sheet about Tiles and Terracotta in Birmingham and published at 10p.

Details of some of the seminars and visits appear in AIA Calendar in this Bulletin but copies of any or all of the leaflets, together with details of subscriptions etc can be obtained from Michael Stretton, Tiles and Architectural Ceramics Society, c/o Ironbridge Gorge Museum, Ironbridge, Telford, Shropshire TF8 7AW.

Putting a Bold Front on Bold Street. The Civic Trust for the North West are pleased to announce the completion of the first phase of the Bold Street Improvement Scheme in Liverpool city centre. The scheme involves the co-ordinated repairing and repainting of the upper storeys of properties along the partly pedestrianised Bold Street, together with properties in Church Street and Ranleigh Street, and has already brought about a dramatic visual improvement to the area.

The Civic Trust for the North West is administering the scheme in conjunction with Liverpool City Council as part of the Inner City Partnership programme.

The first phase of the Bold Street scheme improved a group of shops at the nearby

junction of Church Street and Ranleigh Street. Combined with what has been done already, together with work in Bold Street itself, the result could be an extensive 'face-lift' throughout the city centre.

Properties in Bold Street include the recently saved Lyceum and the former Marlborough House concert hall — a listed building which dates from the 1870s. Additionally, there are a number of Victorian frontages in need of restoration and contrasting 'art-deco' style facades of interest, dating from the 1930s period.

Last of the Handle-Houses. Until the advent of steam power and the need to be near sources of coal moved it to Yorkshire, the English woollen industry was largely concentrated in the West Country. The absence of any subsequent industrialisation in those parts of Devon, Somerset, Gloucestershire and Wiltshire meant that the remains of woollen manufacture were not always overlaid by fresh building. Studley Mill in Trowbridge is a water-powered mill with a 'handle-house', a well ventilated building in which the 'handles' or wooden frames of teazles were placed to dry when repeated carding and finishing of wet cloth had saturated the teazles. The Trowbridge example is thought to be the last such 'handle-house' in the south-west and the local Civic Society has mounted an appeal to save the picturesque building with its perforated brickwork, permitting a through draught to make the teazles dry and stiff enough for further use. Some of its windows have suffered from stone-throwers, but the building is in generally sound shape, and £30,000 will be required to restore it. Anyone who can help is requested to write to Mrs W A Maunder, Secretary of the Trowbridge Civic Society at Step-Aside, 1 Longfield House, Trowbridge, Wilts who would also be interested to hear from anyone who knows of similar handle-houses surviving in other wool-producing areas.

Eling Tide Mill - wallower appeal. Eling Tide Mill has just completed its second successful summer season, and was shortlisted for the Museum of the Year award, 1981. During the spring and summer the Mill has been open Wednesday to Sunday each week, 10 am - 4 pm, with flour milling by tidal power every second weekend.

A full-time miller, Tom Freestone, was appointed in October 1980, and is responsible for producing stoneground flour for sale to visitors and local customers. Tom has also been responsible for carrying out the final stages of the restoration project, including the renovation of the provender milling machinery installed in 1935-7.

The tidemill restoration project began in 1975, and the completed museum was opened on the 10th May 1980. It was carried out with a mixture of volunteer labour, a 'job creation' project and specialist contractors, and involved the complete reconstruction to working order of a tidemill that in 1975 was completely derelict, decayed and on the point of collapse. The cost of the restoration was £123,000, over half of which was paid for in various forms of grant-aid.

The restoration project was sponsored by the New Forest District Council, and Eling Tide Mill Trust Ltd, a limited company and a registered charity, was set up in the autumn of 1978 to administer the project, and run the completed working mill.



Schoolchildren on a visit to Eling Tide Mill

Currently (winter 1981-2), the Mill's cast iron wallower is being replaced. The wallower is a bevel gear about 4 ft in diameter and is essential for the transmission of power from the waterwheel to the millstones. The present one is worn out, and a new one is needed to enable the miller to continue to produce stoneground flour in viable commercial quantities. Casting a new wallower and fitting it in position will cost £4,000 and members of Eling Tide Mill Trust are organising an appeal and fund raising events to raise this money.

Donations are urgently needed, and may be sent to the Trust's registered office at Appletree Court, Lyndhurst, Hampshire SO4 7PA, or to Eling Tide Mill, the Causeway, Eling, Nr Totton, Hampshire. The Mill is open Monday- Friday most weekdays during the winter months, and visitors are welcome to call in and see how work is progressing — the mill telephone number is Southampton 869575.

Members' Forum, AIA Norwich Conference.

This attracted about fifty members (under the chairmanship of Professor John Butt) and in order to stimulate discussion, it was decided to use subject headings, covered by an AIA Council working weekend which had been held at Ironbridge during July.

Building and Conservation produced a lively exchange of views on such subjects as Bennerley Viaduct (SK 473438) a 1877 wrought iron bridge which has been the subject of a Public Enquiry at which the AIA were represented, the possibility of a 'Fighting-fund' to ensure further participation in such affairs and the efforts made by one or two individuals to restore locomotives from the Barry graveyard. It was suggested that a positive step would be to appoint a **Liaison Officer** to bridge the gap between the AIA Council and Affiliated Societies.

The **Industrial Archaeology Review** discussion revolved around a statement by the secretary over the present situation and the fact that Oxford University Press had suggested that the annual subscription would hitherto be £25.00 with a 10% reduction for AIA members. After members commented on the fact that they felt IAR overpriced and that any suggestion to

combine Review subscriptions with AIA fees would inevitably result in resignations, the Chairman explained the terms of the original OUP contract and the effect of the penalty clause. The general feeling was that a combined subscription would only succeed if any produced Journal was a true 'in-house' publication.

The possibility of an all-embracing **insurance scheme** was explained by the secretary who added that a society questionnaire would be available for completion and this item was accepted without further discussion. Finally there was a comprehensive discussion on **Conference organisation.**

The main points emerging from this were: (1) September, although satisfactory with University administrators, was not so convenient for schools and/or colleges. (2) Amongst those present and voting, September was preferred to an alternative of April. If the conference moved to April a significant majority would not be able to attend. (4) It was felt that any extension of the conference activities to provide the opportunity for delegates to investigate the IA of the district in question should preferably take place **after** the formal conference although GLIAS representatives stated that in the case of the 1982 (London) conference, they would be **before.**

Paul Stephens

Editorial note. Since the Norwich Conference Dr Marilyn Palmer of 54 Chapel Street, Measham, Burton-on-Trent, Staffordshire (telephone number 0530-71720) has been co-opted to the AIA Council as Liaison Officer with Affiliated Societies.

Loss of the M V Prince Ivanhoe. Following the mention in Bulletin 8:4 of the stranding of the *Prince Ivanhoe* off South Wales, the Secretary of the Firth of Clyde Steam Packet Company, owners of the vessel, has pointed out that the grounding of the *Waverley* on the Gantocks occurred in 1977, not 1979. The circumstances in which the *Prince Ivanhoe* was wrecked will be clearer when the findings of a Department of Trade enquiry are known, but the Swansea Sea Pilotage Service has reported that no licensed pilot was on board when she grounded, nor at any other time during the voyage.

- Mines of the Peak District**
5 - 7 March
Residential course at Peak National Park Study Centre, Losehill Hall, near Castleton. £46.00. Details from Peter Townsend, Losehill Hall, Castleton, Derbyshire S30 2WB. Phone 0433 20373.
- Ceramic Research Seminar**
6 March
One day Seminar at Gladstone Pottery Museum on the academic scope and source material for studying the history of tiles etc. £5. Tickets from Michael Stratton, Ironbridge Gorge Museum.
- Non-ferrous metals**
12 - 13 March
Seminar on the extraction and smelting of lead and copper etc. at University of Birmingham under auspices of Institute of Industrial Archaeology. Details from Professor John Harris, Department of Economic and Social History, University of Birmingham.
- The explosives industry**
20 - 21 March
Held in association with ELEY, the ammunition division of ICI at the Lucas Institute, Birmingham. Details from Barrie Trinder, Ironbridge Gorge Museum.
- West Country Railways and waterways**
31 March - 7 April
A Field Studies Council IA Course at The Leonard Wills Field Centre, Williton, near Taunton, Somerset and directed by John Denton. Details from the Warden at Williton.
- Tile weekend in Holland**
2 - 5 April
Weekend by coach to the famous tile museums at Delft, Otterloo, Harlingen and Leeuwarden via Harwich to Hook of Holland ferry with a night in Amsterdam. Approx £60. Details from: Hans van Lemmen, 3 Castle View, Stonegate Road, Leeds LS17 5BY.
- South-West Regional IA Conference**
3 April
The annual Regional IA Conference for West Country and Welsh Societies held this year at University College of Wales, Singleton Park, Swansea. Facilities for overnight stay in University Halls. Details from Dr Fred Cowley, 17 Brookvale Road, West Cross, Swansea.
- Surveying and recording canals**
5 - 8 April
An Institute of Industrial Archaeology course held at Ironbridge. Details from Michael Stratton at Ironbridge Gorge Museum.
- The Classical tradition and Industrial buildings**
23 - 25 April
The classical idiom and such buildings as railway stations, shire halls and public offices. Includes visits to Chester, Liverpool and Birmingham. At Attingham Hall, details from Barrie Trinder, Ironbridge Gorge Museum.
- A return to structural masonry**
5 May
A symposium on the return to the science of structural masonry which has been neglected of late in favour of reinforced concrete and steel. Held at Institution of Civil Engineers. Details from the ICE 1 - 7 Great George Street, London SW1P 3AA.
- Tiles and Terracotta in Bristol**
29 May
A day in Bristol looking at tiles and terracotta in situ and a visit to the well known Edward Everard building. Contact Richard Myers, 1 Frankley Buildings, Bath BA1 6EG.
- Canals in the Peak District area**
31 May - 4 June
A residential course based at Losehill Hall and visiting the Bridgewater Canal at Worsley, the Huddersfield Narrow Canal, the Chesterfield and Cromford Canals and Bugsworth Basin on the Peak Forest Canal. £81. Details from Peter Townsend at Losehill Hall (address etc above).
- Stationary Steam Engine Rally**
19 - 20 June
The Mill Meece Pumping Station, Cotes Heath, near Eccleshall, Staffs. Details from B and L Fort, 78 Willesey Gardens, Ashby de la Zouch, Leicestershire LE6 5QF. Telephone 0530-414190.
- Gloucester Docks to be Developed.** Sir Frank Price, Chairman of British Waterways Board, announced in Gloucester on the 11 November 1981 that Britannia (Cheltenham) Limited will be the company responsible for the overall redevelopment of Gloucester Docks. The Company and associated developers will be investing some £30 million in the project.
- At the heart of the development, the plans provide for a residential island by the creation of a new cut between the Barge Arm and the Victoria Dock. Original warehouses would be incorporated into the scheme and converted into residential accommodation. A total of 175 residential units will be provided from studio flats to 4-bedroomed penthouses and 3-storey town houses. These would be grouped round the existing historic Mariner's Church.
- Britannia (Cheltenham) Limited will develop the commercial aspects of the project, concentrating on light manufacturing businesses, retail shops, office accommodation and craft workshops. The plans include the creation of a major covered square which will be available for entertainment, sporting and community events and will be linked with boating facilities in Victoria Dock.
- The development plans feature a luxury hotel and National Car Parks Limited are in negotiation for the construction of a multi-storey car park incorporating retail shops.
- Llanthony Warehouse is being considered by the Board for conversion into a National Waterways Museum. The Board are examining ways of establishing the museum which would be supported near-by with floating exhibits, thus preserving the heritage of our waterway system for the nation.
- AIA Ties.** The Council of the Association have been approached by a leading manufacturer of ties to see whether members of the Association would like to purchase distinctive ties carrying the emblem of the Association. The exact price is not yet known, but we would think that these could be sold at about £4.50 each. If any member is interested in receiving such a tie perhaps they could contact the Membership Secretary who will collect names and addresses.
- CBA Conference on Recording 7 November 1981**
The Association would like to apologise to members for the extremely late notice of this Conference which was given. We would like to point out that this was not the fault of the Association but of the CBA who despatched material to the AIA Officers extremely late.

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